LIFE



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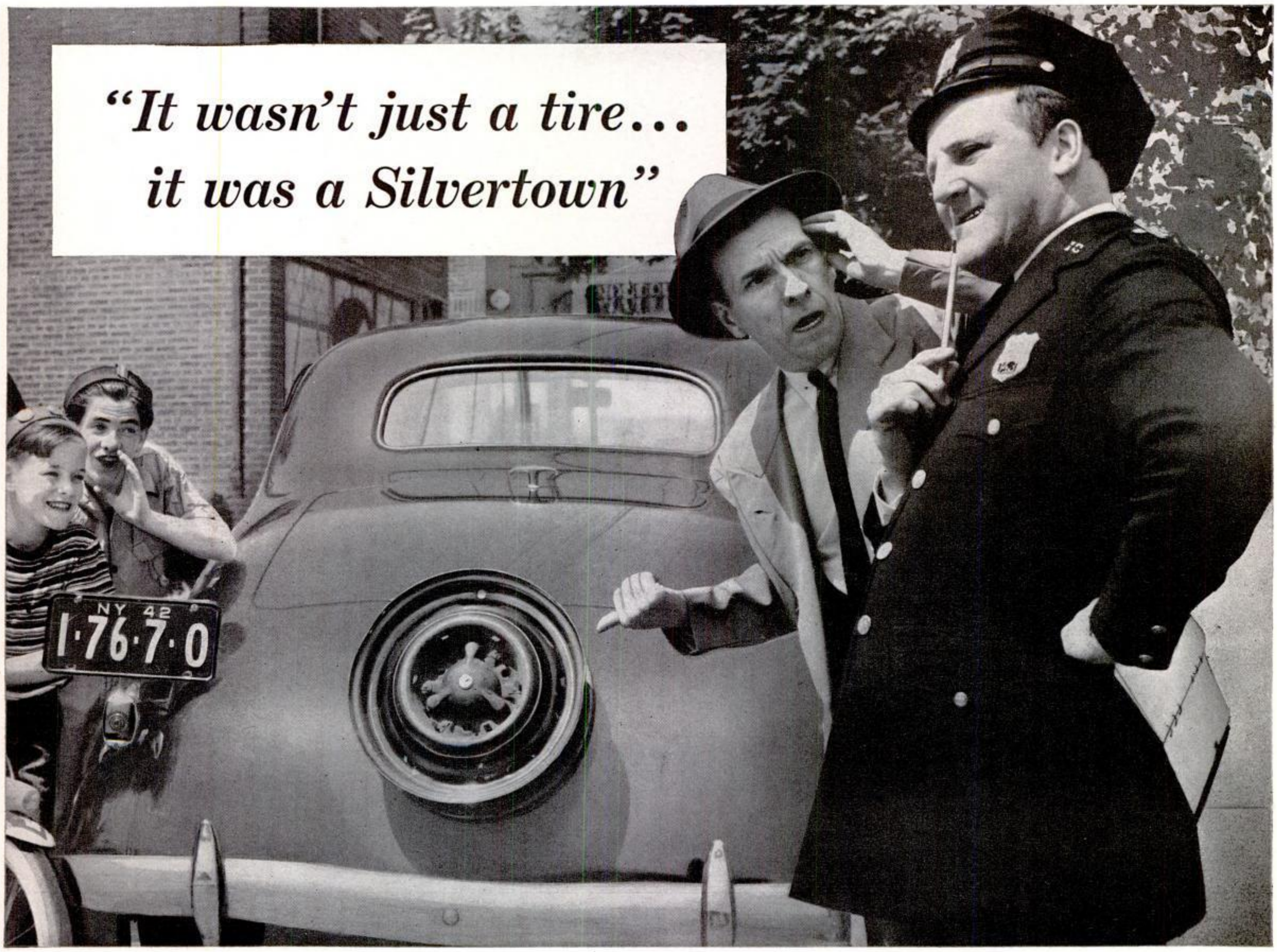
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YOU can't blame a fellow for getting worked up at a time like this. After all, Silvertowns have been America's top tires for a lot of years. And today it's more important than ever to have a tire you can trust. For nobody knows how long your tires may have to last.

One thing's sure. You've got to help them hold out to the very last mile. For our 29,000,000 cars are the backbone of our transportation system. Nothing could make Hitler happier than to see them go up on jacks.

What can you do? First of all, don't drive over 40 miles per hour and drive only when *necessary.* Secondly, take time out to give your tires proper care. Thirdly, share your car with your neighbors. If every driver does his part to get the utmost wear from his present tires, he will not only further our country's war effort but help to keep America's cars rolling until new tires are available.

What about synthetic? We're making it—more of it every day. Two years ago we sold Silvertown tires, made with our Ameripol, to hundreds of people and companies that wanted to help get America's synthetic rubber program started. And these tires were good. Many went well over 20,000 miles.

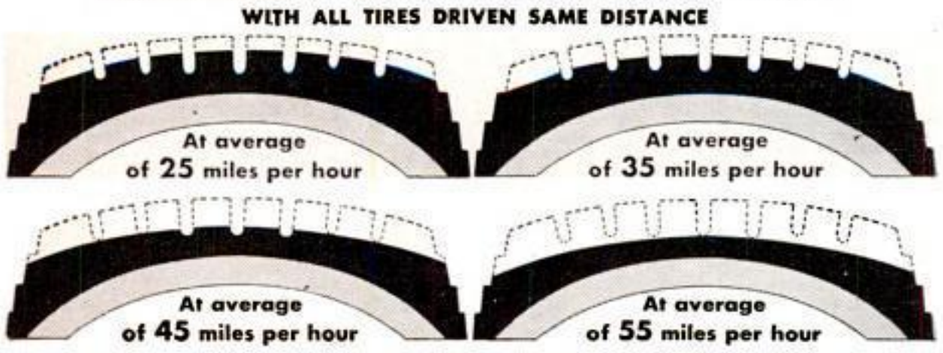
But we're not selling any today. And we don't know when we will. Not while our Army and Navy are short of rubber—and actually reducing the amounts used in fighting equipment!

So take care of your tires as you would any other treasure. It's true that many still waste rubber. But not the *smart* ones. They know that every mile saved brings victory a little closer!

IMPORTANT! *America right now needs scrap rubber, scrap iron and steel. Throw* your *scrap into the fight. Turn it over to the scrap collection agencies.*

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LETTERS TO THE EDITORS

WAACS

Sirs:

The cadets here at Ellington Field got quite a kick out of your article on the WAACs (LIFE, Sept. 7). Several things though puzzled us some. We were wondering what is the cadence that they march to, as it seems several are stepping out with the right foot and the rest with the left.

But all kidding aside, we'd like to welcome the WAACs to our great Army and may we see and hear more of them. And please forgive the good-natured digs, girls, but we have to get used to the idea of the female element in the Army. Best of luck, WAACs.

AVIATION CADET A. H. DEXTER
Ellington Field, Texas

Sirs:

After reading your article on the WAACs I am convinced more than ever that the Women's Army is the most foolish undertaking this country has ever attempted.

Certainly a woman can be a good typist or telephone operator without knowing how to drill, or without having a dozen uniforms and elaborate resort "training" centers and beauty salons.

There was nothing wrong with the Navy's system in the last war, whereby the women were allowed money for a specified uniform and an allowance for living expenses. Such a system did away with maintenance of camps, and the undesirable things that might go with them.

ROBERT GERARD
Huntington, N.Y.

Sirs:

When your WAAC officers start marrying Army privates, what then? Here's a picture of an inter-Army match, when a U. S. Army Sergeant married a Canadian Women's Army corporal. Of course the corporal will have to obey the sergeant, but what if she is promoted?



INTER-ARMY WEDDING

The marriage took place in Kildare Barracks, Ottawa, which is used by the Canadian Women's Army Corps. The bride is Corporal Isabel Smith C.W.A.C. of Ottawa. The groom, Sergeant Robert Henry Russell, Pine Camp, N.Y.

MONTY TASCHEREAU
Ottawa *Journal*
Ottawa, Canada

Sirs:

Your Sept. 7 issue of LIFE listed WAAC clothes. My curiosity overwhelms me and compels me to ask, "What are the girls going to wear for skirts?"

I will thank you for an early reply so that I will know that the girls are properly clothed before winter draws on.

EMILEE BLAIR
Poteau, Okla.

● Each WAAC is issued three khaki skirts.—ED.

Sirs:

What I would like to know is—how do the WAACs address their superior officers? It would be funny for them to say "Sir," wouldn't it?

IRENE BOWEN
Lowville, N. Y.

● WAACs say "Ma'am."—ED.

WOMEN IN INDUSTRY

Sirs:

Hats off to the American women in industry. Every American should be proud of them for they are helping the front-line defenses in their help in production.

In LIFE, Sept. 7, you have the story of Mrs. Harrison and her part in production. The only trouble is that, as you will notice, she has a large ring upon her finger which is an unsafe practice. I wish to state a warning to all the women in industry not to wear rings while operating moving machinery, especially large ornamental types which are likely to become caught on a piece of machinery.

J. G. WETHERILL
Secretary of the Safety Committee
Farrel-Birmingham Company, Inc.
Buffalo, N. Y.

NEWSFRONTS

Sirs:

I have just this minute finished reading your Newsfront page in the Sept. 7 issue and feel that I cannot even finish the magazine before I tell you how fine and important I think it is.

There will not be any more good news until the "soft people" are toughened up. I am in favor of the old castor-oil treatment of my childhood—hold the noses of these soft people and pour the truth down them. They may gag a bit at first but it will do them good.

JANE SUYDAM OFFATT LONG
Lexington, Ky.

Sirs:

If the winged harpist who receives by cosmic flutter the inspiration for the ineffable editorials which you have been running lately—if this crackpot soars much higher off the ground, he will carry with him the entire editorial page into some unearthly never-never land, rendering us poor readers oblivious to life, time and fortune.

J. E. D. COFFEY
Grafton, Mass.

Sirs:

Let me congratulate you on the splendid editorial regarding the reaction of the U. S. to "Detroit Is Dynamite." Recognizing one's own mistakes is the first step toward improvement and your job of handing out the hard truth to your readers all over the world will contribute a great deal to awakening those who still think that being on the side of freedom and justice will be sufficient to win this war for them.

CORP. STEPHEN L. SABORSKY
Camp Butner, N. C.

Sirs:

Referring to your editorial in the issue of Sept. 7, who is this successful businessman who has taken upon himself the appraisal of the sentiments of the whole Princeton undergraduate body? With mild scorn would you tell him that he too is somewhat off the beam.

Merely that there are a few sons of businessmen who would falter because of the confusion in Detroit or Washington does not call for an indictment of the whole student body. Enlightened self-interest and a faith in fellow man allow a good many of us to take the truth—and want more of it. We are not faltering; we are not discouraged by your candor; rather we are disgruntled at your failure to appreciate our true attitudes towards the war effort.

Your inference of Princeton at war is not correct. Give us a share in this people's revolution. Realize that we have a plan; that we have courage; that we have faith in democracy and America. We can take all the truth you can give.

PHILIP NORTON BERGEN
Princeton '44
Princeton, N. J.

(continued on p. 4)

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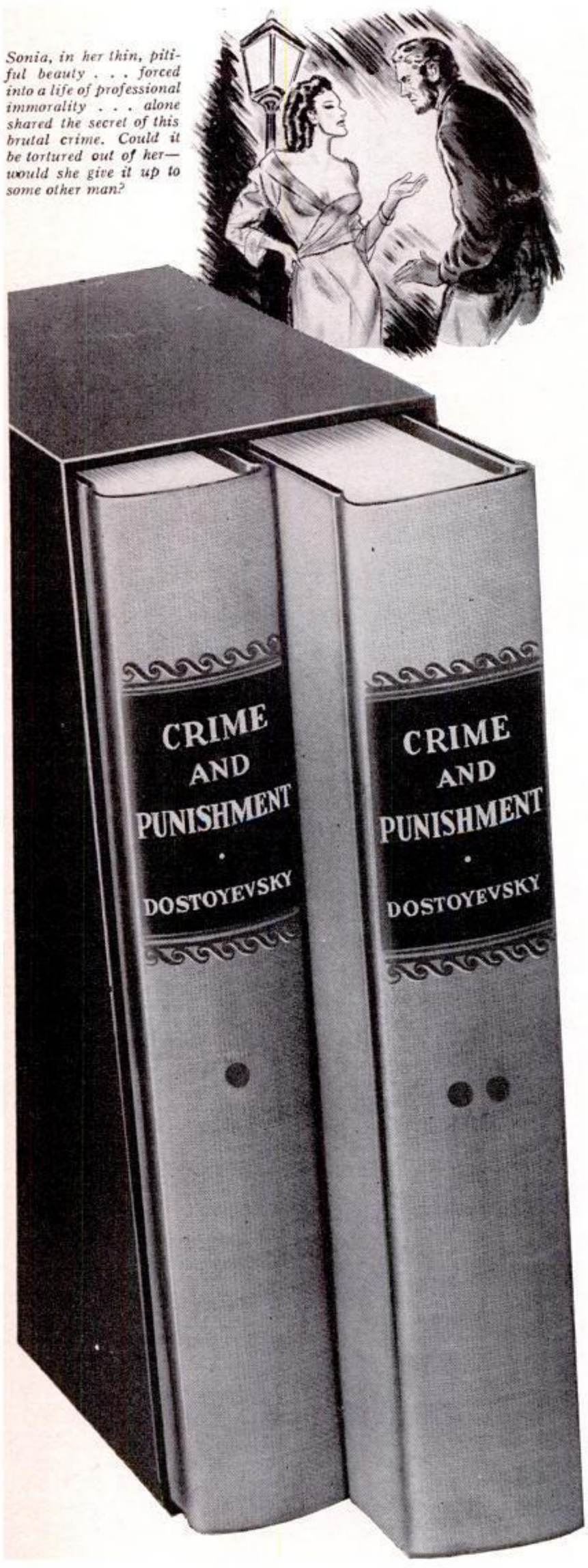
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To New Members of the Detective Book Club

CRIME AND PUNISHMENT

by Fyodor Dostoyevsky



Sonia, in her thin, pitiful beauty . . . forced into a life of professional immorality . . . alone shared the secret of this brutal crime. Could it be tortured out of her—would she give it up to some other man?

YES, yours FREE—in two handsome volumes—CRIME AND PUNISHMENT, the most gripping murder story ever written!

What motive had the gentle young student for murdering, with inhuman savagery, an old hag and her half-witted sister? He scarcely knew them; and he took nothing of value, although he had plenty of time!

Would his street-walker sweetheart keep his secret safe—or would she sell it as she so often sold herself? And why, although in mortal terror of being caught, did the murderer scream clues at his pursuers? Besides—another suspect, with a very good motive for the murders, had *already* confessed!

You will shudder at the terrible penalty the killer pays even *before* he is trapped. The cleverness of the one man who finally tracks him down will astound you. The stormy character of Sonia, the destitute harlot who befriends him, will shock you. You will hate—and pity—the shameless rake who attempts to seduce and blackmail the murderer's sister. And you will be hypnotized at the murderer's mad urge to *reveal himself*—even when fleeing capture and almost certain conviction!

You are invited to accept, free, this most gripping murder story *of all time*—as a Membership Gift from the DETECTIVE BOOK CLUB, which brings you the finest mysteries being published today.

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LETTERS TO THE EDITORS
(continued)

FIGHTER PLANES

Sirs:

You printed the pictures of ten fighter planes used by our armed forces (LIFE, Sept. 7): some good, some fair and some bad. Why, in the name of common sense, is it necessary to have such a variety and the endless confusion resulting from such a policy? Let our armed forces have only the best, and plenty, so wherever our airmen are stationed they will have full knowledge of the type of plane they are to fly; the mechanic will know what to do in the matter of repair, repairs will be available for the planes; any replacement of whatever nature will be made possible.

E. G. BOEHNKE

Eugene, Ore.

Sirs:

The article on the Zero fighter was most interesting but don't you think it would be well also to mention the undesirable features of that plane? It sacrifices adequate defensive armor for more speed, guns, maneuverability and a higher operational altitude. The Zero can be shot down with the smallest-type gun mounted on U. S. fighters at a long range, whereas it takes a comparatively larger gun at a much closer range to shoot down one of our fighters. The average Jap plane does not have one-fifth the protective armor that our fighters have. Under wear and tear the Jap planes last about one-third as long as U. S. planes.

RICHARD RAUCH

Marion, Ind.

Sirs:

It was very gratifying to see your article on American pursuit planes. Mild as it was, it did show that our planes are not the second-rate crates some critics attempt to make them out to be.

It is to be regretted that you do not carry the argument further. It would have been very effective to have shown how well our planes stack up against those so favored by our esteemed critics. Battle records are much better arguments than isolated criticisms.

Just one more point. The P-39 Airacobra mounts a 37-mm. cannon and not the 20-mm. which you mention and which was substituted by the British in the export model for some mysterious reason.

LEONARD WEINLES

New York, N.Y.

● The U. S. Army has recently taken delivery of some P-39 Airacobras which are equipped with 20-mm. cannon as in the British export model. It was one of these that was illustrated in LIFE.—ED.

Sirs:

Thank goodness someone is trying to put this American vs. English fighter argument back into perspective. The present bickering is disgraceful — damn foolishness and pro-Axis propaganda into the bargain.

We have *not* produced the world's best fighters—largely because we had no suitable engine, and we know it, but what the hell? If the Spitfire is the best weapon to use to kill Germans, for heaven's sake let's use it—not decry it because we haven't anything as good. The British didn't argue the toss as to why the Boston was or was not better than the Blenheim, nor why they'd nothing as good for the job as the Hudson. They used them to fight with, alone, for two years.

Let's try to learn from others and from our own experience what is needed.

ROD R. BRABNER

New York, N.Y.

SCRAP CAMPAIGN

Sirs:

After seeing your story on scrap (LIFE, Sept. 7) we thought you might be interested in the work of the summer-

(continued on p. 6)

A movie star has nothing on me



IF YOU HAVE A LOVED one in the Army or Navy, you may have seen a stamp like mine on his letters. No loyal American soldier or sailor will reveal secret information. But each letter is checked by censors like me to cut out news that might be of real value to unsuspected enemy agents, if repeated by you.



READING ALL THOSE LETTERS isn't easy on my eyes. But I take care of them by having periodic eye examinations. Last time, I learned my eyes tired easily because they were sensitive to glare reflected from paper. Now I wear Soft-Lite Lenses that cut out glare and keep my eyes comfortable.

ARE YOUR EYES SENSITIVE TO GLARE?

When were your eyes last examined? You may find that you have outgrown your old lenses, or that your eyes have become over-sensitive to light. In such cases, Soft-Lite Lenses are often prescribed. These scientifically-designed lenses actually filter out excess glare, give you complete eye comfort as well as correct vision. Slightly flesh-toned Soft-Lite Lenses are better looking.



There is only one Soft-Lite—identified by this certificate.

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"DON'T LOOK...THE 7th COLUMN HAS STRUCK!"

If every American could be shocked—deeply, profoundly, horribly shaken—as I was shocked that night, the menace of the 7th Column would be ended for all time.

My wife and I were walking home from the movies. We rounded the corner and stopped—frozen to the spot. What I saw in the dim light was photographed on my mind forever . . . the battered wreckage of two cars . . . the ambulance . . . the doctor leaning over one still form . . . stretchers shrouded with white sheets.

I glanced down at my wife. She was white and shaking. "Don't look!" I commanded. Then we turned and fled into the soothing darkness.

But that was not the end. Next day, I saw the story in the paper. One special phrase caught my eye. "Five men — all workers at the Powder Mill — are on the danger list at Memorial Hospital as the result of a collision at the corner of . . . "

Five war workers taken out of action . . . the production of vital munitions delayed . . . two cars lost forever to America's transportation system. And then I understood the cost of carelessness to a nation at war. Then I understood why carelessness is called the 7th Column.

The Menace of the 7th COLUMN

The 7th Column is grimly at work on highways, in homes, in factories, on construction jobs all over America. The 7th Column will continue to slow down war production, to destroy materials needed for victory, and injure millions of people every year until the need for safety is understood by every American.

Smashing the 7th Column is the patriotic duty of everyone. And smashing the 7th Column begins at home—in your home. Enlist your family as Safety Wardens . . . to guard against fire and accident hazards. Know the safety rules where you work, and obey them at all times. Drive your car more slowly and more carefully and keep on the alert for the foolish driving of others.

How Liberty Mutual will help you smash the 7th COLUMN

For 30 years, Liberty Mutual Insurance Company has studied the causes of accidents — and worked to remove them. This accumulated experience is available to you in a new wartime booklet which lists the precautions you should take to protect yourself and your family from the tragedy of accidents. Send for your copy today.

Simply write to Liberty Mutual, 175 Berkeley Street, Boston. Ask for free booklet, "Smash the 7th Column . . . and Help Win the War."

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LETTERS TO THE EDITORS

(continued)

school classes of Western High School, Detroit, Mich. We made a collection of old keys for defense. Here they are shown strung on the fence next to the school with Eileen Cooper, one of the student contributors, standing in the center of the giant "V."



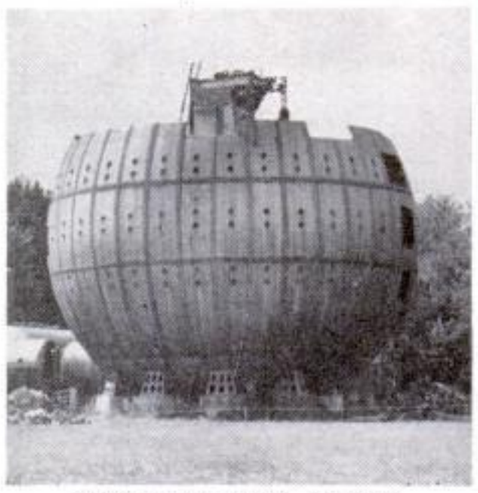
KEYS FOR SCRAP

JIMMY TAFOYA
Detroit, Mich.

Sirs:

Regarding the scrap campaign, this 64-ft. sphere is now being scrapped to help fight the Nazi plague.

This steel ball, built in 1928, was part of a $1,000,000 sanitarium sponsored by H. H. Timken of Canton, Ohio, for the treatment of diabetes under a pressure system discovered by Dr. O. J. Cunningham of Kansas City.



HOSPITAL FOR SCRAP

The sanitarium contained 40 rooms and baths, an elevator, ballroom, dining room and promenade floor. The financial burden of operating the sanitarium closed its doors. It is estimated that this ball will yield 1,000 tons of scrap steel.

VERNON D. CADY
South Euclid, Ohio

JAP PRISONERS

Sirs:

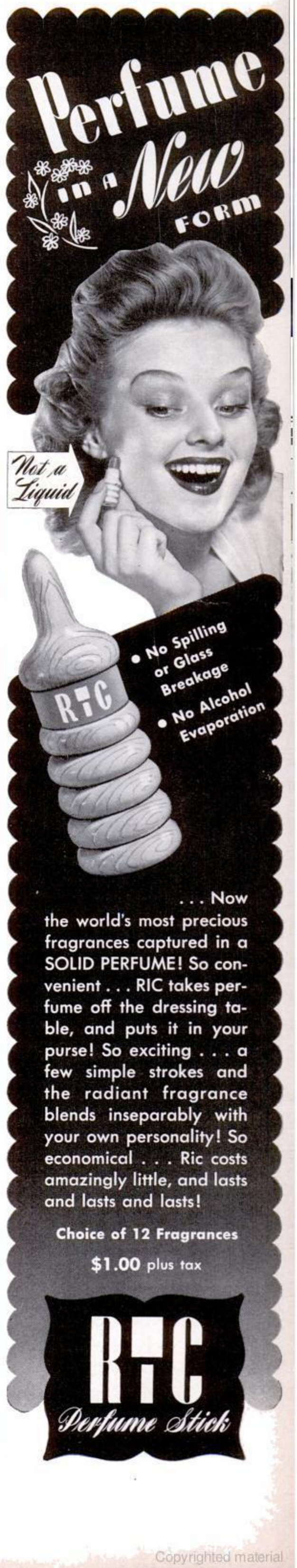
I wonder if you would be kind enough to do me a very great personal favor? In the Sept. 7 issue of LIFE, an article was published written by Miss Frances Long, the first person to return to the U. S. with an authentic account of conditions at the Santo Tomás internment camp near Manila.

My family, Professor Roy S. Swinton of the University of Michigan, Mrs. Swinton and Barbara Gene Swinton, were taken prisoner when Manila fell. I have been informed that they were among the 3,500 persons at Santo Tomás. Since I have had no word from them after November 1941, and until this latest report had not been able to verify their safety past Jan. 1, 1942, it would mean a great deal to me if I could get in touch with Miss Long and ascertain whether she might have some information. Would you, therefore, be kind enough to either send me Miss Long's address or forward the enclosed letter to her?

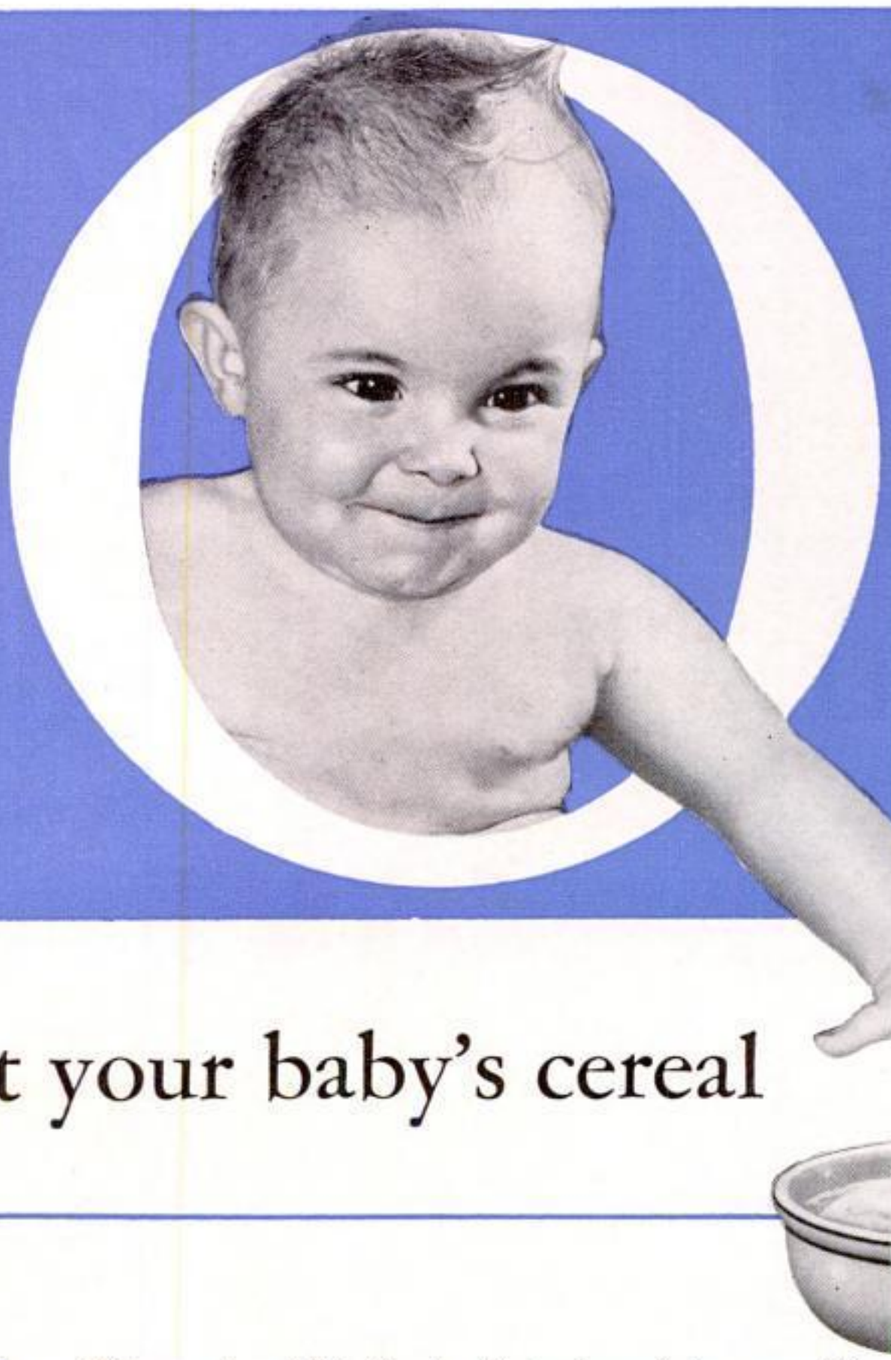
STANLEY M. SWINTON
Technical Sergeant, U. S. Army
Chicago, Ill.

● Miss Long will attempt to answer personally letters directed to her

(continued on p. 8)



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Quiz for mothers

about your baby's cereal ... *his first solid food*



When should baby be introduced to cereal?

Every youngster's requirement differs. The trend has been to start solid foods (generally a cereal) earlier than before. But let your baby's doctor say when. Ask him about Gerber's Cereals, too!

Why have Iron and Vitamin B_1 been added?

Simply because both are absolutely essential to a baby's proper development, and that they're too often lacking in the infant diet. Gerber's Cereal Food and Strained Oatmeal are enriched in both.



What should a baby's cereal be made of?

Both whole oatmeal and wheat with added wheat germ are the basic grains. Gerber's gives baby his choice. Both Gerber's Strained Oatmeal and Cereal Food (a wheat cereal) are highly nourishing and very easily digested.

Does your baby like his cereal?

This is where Gerber's Cereals shine! They really do taste good (try some yourself). And they both mix with milk or formula to the smooth, creamy consistency babies find most palatable. What's more, you can serve them turn about for taste variety.



Does your baby get enough milk?



You'll find Gerber's Cereals a big help in being sure that baby gets his daily quota of milk. Both come in the form of tiny dry flakes—take lots of milk to mix to the proper creamy smoothness.

What, if anything, is meant by the term: *A special baby's cereal?*



We use it to mean a cereal developed specially for babies under the expert guidance of dietitians specializing in infant nutrition. Needless to say, it describes both Gerber Cereals to a T.

Wouldn't you give three cheers for a *ready-to-serve* oatmeal?

Lots of mothers have, since we brought out Gerber's Strained Oatmeal a while ago. Like the Cereal Food, it comes already cooked, strained, dried and flaked—mixes *instantly* with milk or formula, *hot* or *cold*.



Would you like FREE samples of Gerber's Strained Oatmeal and Cereal Food?



I have literally thousands of letters written by enthusiastic mothers in praise of Gerber's Cereals. You may be sure baby'll like them — and doubly sure (they were developed for my own babies) they're the kind of food you'd want him to have.

Mrs Dan Gerber



Gerber's
Baby Cereals
by the makers of Gerber's Strained and Chopped Foods

Gerber Products Co.
Dept. LF-9,
Fremont, Mich.

Gentlemen:
You may send complimentary samples of Gerber's Cereal Food and Gerber's Strained Oatmeal to the following address:

NAME.....

ADDRESS.....

CITY.....STATE.....

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Enna Jettick's RUN IN THE FAMILY!



MOTHER, of course, started the habit. She has counted on ENNA JETTICKS for years to keep her going comfortably.



MARRIED SISTER has hard-to-fit feet, yet she can be fitted exactly in ENNA JETTICKS—and at budget prices.



YOUNGER SISTER does lots of Civilian Service work in addition to her job—and going on dates. She likes the looks of ENNA JETTICKS—and their ease of action.

ENNA JETTICK SHOES, INC., Auburn, N.Y.

Enna Jettick's

America's Smartest Walking Shoes Go Places Comfortably

OTHER STYLES $5 TO $6.50

LETTERS TO THE EDITORS

(continued)

through LIFE concerning Americans interned in Manila. She cannot, however, have information on all the thousands of Americans at Santo Tomás. LIFE readers with friends or relatives in Manila might also contact Relief for Americans in Philippines, 101 Fifth Avenue, New York, an agency which is collecting all information possible on American civilians in the Philippine Islands.—ED.

Sirs:

I read with intense interest the treatment given to our citizens in Jap-occupied territory (LIFE, Sept. 7), took a look at the picture of J. B. Powell's feet and I'm wondering what we are doing with our internees in hotels with best of service.

It's about time we started to crack down with a few "cases of brutality" ourselves—or we might as well serve tea in the Aleutians (off Alaska) for the stab-in-the-back experts.

EDWARD APPLEGATE

East Orange, N. J.

Sirs:

In World War I "the Germans cut off the hands of little children." Now the Japanese are cutting off the toes of American editors. Has no one a better opinion of the American mind than to think that its patriotism must be excited by atrocity pictures?

I do not doubt for a minute the authenticity of these pictures; neither do I believe in shielding the public from the truth. But I do believe that pictures such as these go to the other extreme by encouraging some people to hate the Japanese because they are mutilators. We are fighting them and their allies not because they are mutilators, but because they have challenged our right to determine our own way of life.

KATE SENIOR

Wellesley, Mass.

JAPANESE LANGUAGE

Sirs:

For your interesting and worthy digest of certain grammatical highlights in the complex, irregular Japanese language (LIFE, Sept. 7), accept most humble felicitations! At this time, any and all keys to a more adequate understanding of the tradition-bound, severely class-conscious Japanese way of life are valuable to Americans who seek to explore the curious inner machinery of their foes. LIFE's snapshot of the basic means of conveying thoughts *à la Jap* reveals many treacherous characteristics of their entire culture pattern.

JOHN H. LERCH

Columbus, Ohio

Sirs:

Mr. Wickware's article on the Japanese language was most elucidating and fascinating. I am a kind of dabbler in foreign languages and my interest in linguistics has led me to dip into the intricacies of the Japanese language. I find especially amusing the Japanese words of European origin, many of which betray the inability to pronounce our letter *l*. The Nipponese have concocted such strange metamorphoses as the following: *berumotto* for "vermouth," *bukku* for "book," *furokkukoto* for "frock-coat," *fusuki* for "whisky," *garasu* for "glass," *Igirisu* for "English," *kahe* for "coffee," *koppu* for "cup," *penshiru* for "pencil," *rampu* for "lamp," *ramune* for "lemonade" and *zentorumen* for "gentlemen." Most amusing is the word *kame* from "come here," which means "dogs of European race," because their masters constantly call out to them, "Come here!"

JOHN G. MOSES

Utica, N.Y.

(continued on p. 11)

CALL FOR Perfection of Mildness



NO BETTER WHISKY AT ANY PRICE

86.8 Proof
70% Grain
Neutral Spirits



Can't Creep!
Can't Crawl!
Fits When You Sit!

Now's the time to end undershirt discomfort for all time! Get the exclusive, patented Kut-Ups feature in Healthknit Kut-Ups Shirts, and see how—for the first time—you get complete comfort! This new kind of shirt accommodates itself to your every move—riding or walking, sitting or standing! Your dealer has Healthknit Kut-Ups Shirts—or can easily get them. Ask him!



The Old Way!

See how that old-style shirt bunches around the middle? It has no place to go but up. So it creeps and crawls.

The Kut-Ups Way!

See how the Kut-Ups Shirt fits when you sit? It's engineered for comfort—can't creep, crawl, or climb! It "stays put"!



Healthknit
Kut-Ups SHIRTS and MacDEES
TRADE MARK REG. U. S. PAT. OFFICE

STANDARD KNITTING MILLS, INC., KNOXVILLE, TENN.

BUY WAR BONDS AND STAMPS!

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Keep well *to work and win!*



★ ★ ★

"Ninety percent of America is in poor dental health," say dental authorities, "and our nation must awake to the extreme seriousness of neglect of the teeth." The health and manpower of our country are needed now as never before.



For the job at hand and the job ahead, keep fit!

Safeguard your general health by adopting simple, commonsense protective measures—get plenty of rest, eat nourishing food, never neglect an illness however slight. Guard your dental health by using the finest tooth-cleansing instrument ever made—Dr. West's Miracle-Tuft Toothbrush.

Miracle-Tuft is a definitely superior aid to cleaner, brighter teeth because of its *exclusive* advantages. Its "Exton" brand bristling gives it extra cleansing power. Its surgically sterile, *germ-free* glass packaging is a vital health safeguard. The proved fact that it will give a full year of effective service is an important economy. Get a Dr. West's Miracle-Tuft today.

ONLY MIRACLE-TUFT OFFERS THESE exclusive advantages

1. *"Exton" brand bristling* for longer life, more efficient tooth-cleansing.

2. *Surgically sterile glass packaging*—germ-free delivery to you.

3. *A full year of effective service* for you, proved by millions of sales.



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And at 25¢, the super value brush of the day . . .



DR. WEST'S NYLON "25"—*an outstanding value made possible by production-line methods. As fine a brush as it is possible to make at anywhere near this price.*

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★Five of the first fifty-three Army-Navy Production Award pennants . . . for plants with the highest achievement in the production of war equipment . . . have been awarded to Westinghouse.

To Westinghouse men and women, for "an outstanding contribution to victory"

IN ANNOUNCING that five of the first fifty-three Army-Navy Production Awards go to Westinghouse, James Forrestal, Undersecretary of the Navy, said, "The men and women in these plants are making an outstanding contribution to victory. Their practical patriotism stands as an example to all Americans and they have reason to be proud of the record they have set."

Westinghouse, one of the world's leading manufacturers of electrical equipment, is now producing war materials at the rate of 4000 carloads per month . . . enough to fill a freight train *37 miles long every 30 days.*

To this effort, we are applying the full extent of Westinghouse "know how" in research, in engineering, and in production. As a result, production, on a man-hour basis, is 95% ahead of the mid-1940 rate. In some divisions, production is up more than 300%.

This is the record to date. We hope to make it still better tomorrow.

The following Westinghouse Plants honored by Army-Navy Production Awards:

EAST PITTSBURGH DIVISION, *including:*

East Pittsburgh Works — Nuttall Gear Works
Linhart Copper Mill — Linhart Brass Foundry
Trafford Micarta Works — Trafford Foundry
Derry Porcelain Works

STEAM DIVISION, South Philadelphia, Pa.

TRANSFORMER DIVISION, Sharon, Pa.

MANUFACTURING AND REPAIR PLANT
Newark, N. J.

MANUFACTURING AND REPAIR PLANT
Philadelphia, Pa.

Westinghouse

Westinghouse Electric & Manufacturing Company, Pittsburgh, Pennsylvania · Plants in 25 cities — Offices everywhere

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NEW WAY TO FIGHT ATHLETE'S FOOT

Medical science has made important advances recently in fighting Athlete's Foot! It is now known that the fungus organisms which cause the disease may thrive in shoe linings—as well as on feet—causing danger of re-infection from that source.

Based on new scientific knowledge, a new Mennen product—Quinsana Powder—is producing sensational results. Records kept of thousands of persons show that Athlete's Foot infection disappeared in practically all cases after only 30 days treatment with Quinsana. You can get Quinsana now in drug and dept. stores throughout the U. S.

2-WAY TREATMENT



1. Use Quinsana on feet daily to help prevent and relieve infection. Most common symptoms of Athlete's Foot are cracks and peeling between toes; mild infection may suddenly progress to more serious form.



2. Shake Quinsana into shoes every day to absorb moisture, thereby reducing chances of re-infection from this source. Being a powder, Quinsana is conveniently used in the shoes as well as on feet.



Only 50¢ for large can of Quinsana. Use daily as a protective measure as well as for relief. It is also excellent for excessive perspiration and foot odor.

Pharmaceutical Division
The Mennen Co., Newark, N. J., San Francisco

LETTERS TO THE EDITORS
(continued)

Sirs:

Your interesting article on the Japanese language led me to compare our own language with the Japanese method of asking someone to wash his hands. U. S. speaker might ask for a match like this:

To his wife: Match me, Hon.
To servant: Hey, garcon, got a match?
To a friend: Lemme a light, eh pal?
To a stranger: Got a match, buddie?
To a superior: Ain't got a match, have you, brother?

Give me the American way of etiquette.

W. A. KOPECKY

Elizabeth, N.J.

Sirs:

LIFE warns of the difficulties Americans will have with the Japanese language.

That was very nice of you but I find I am unable to use this information as I feel sure I'll never be interested in anything any of Hirohito's wards have to say.

BILL BURTON

St. Joseph, Mo.

Sirs:

As one of the 300 ambitious students "wandering dazedly through the introduction to the complications of the most confusing language in the world," I read your article on Japanese with considerable interest. However, there is one statement made in the article with which I wish to take issue. Mr. Wickware says that after 12 to 15 weeks a hard-working student can compose such sentences as "The man is a big man" without the aid of a dictionary. I thought you might be interested in seeing part of the English to Japanese translation given us on the final examination at Columbia University after approximately 15 weeks of study! "It was decided that I start the study of Japanese the day after tomorrow. According to what Mr. Tachi says, I understand that the second-hand bookstore called Wada in 'O-cha-no-mizu' gives a good bargain. Furthermore, if I tell them that I have come from Mr. Tachi they are likely to take off 10%." On our last final examination after nine more weeks of study, the English-Japanese translation consisted of a passage taken from *Life with Father*, again sans dictionary, which the class as a whole considered tricky in spots but not particularly difficult. I think you will agree that either of these is a far cry from "The man is a big man."

HENRY ARNAUD

New York, N. Y.

Sirs:

The article on the Japanese language is excellent. Here in the Second Marine Division, however, we have been able to overcome some of the worst difficulties in teaching and learning written Japanese. In a three-month course, given to a small group of specially selected students (officers and men of the Division), we are actually teaching men to translate accurately and quickly regular Japanese field orders, of a type similar to those recently picked up in the Solomon Islands.

Credit for working out the course of study and for teaching it as well is shared by Captains Paul Dull and John E. Merrill, both of the Second Marine Division. They have a background of study of Japanese at the University of Washington, Stanford and Harvard, and also in Japan. Credit also must go to the men who practically eat and sleep the Japanese language during this intensive three months course, during which they are rarely through in less than ten hours in any given day.

Again the Marines have landed and have the situation well in hand.

HAROLD J. NOBLE
Captain, U. S. M. C.

Camp Elliott, Calif.

Ever since Hilda, their servant,
Feeling fervent,
Left for a munitions job,
Mrs. Welch's done the laundry
for herself and Bob.

"I hate to trouble you,
Mrs. W.,"
Said Bob after the first wash,
"But doggonit,
This shirt hasn't got a button
on it."





Bob subsequently squawked about
The way the collars turned out;
And there was considerable evil thinkage
About shrinkage.
Bob said, "Dear, this is the worst period
in history
For clothes to be weak-sistery.
Today of all days they should have wear
To spare."

Mrs. Welch found
That two of the shirts never lost
buttons, never shrank, and were
in every wise sound.
Not only that: they look twice
As nice
As all the rest;
And she looked to see what made
them best.





We don't have to phone you or send you
a cable
To inform you that they bore the Arrow label.
In Arrow tests for durability, the fabrics get
a going-over like a fairway a duffer has
divotted on;
The buttons are fairly riveted on;
The cloth is always correctly sized
Because it's Sanforized.

And that is why, my children, Bob
Welch, being a devoted patriot of
this nation,
Will wear no other shirts but Arrow
for the duration.

ARROW SHIRTS

See: HITT · DART · GORDON

A new shirt free if one shrinks out of fit!

Cluett, Peabody & Co., Inc., Troy, N. Y. ★ BUY U. S. WAR BONDS AND STAMPS ★

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IN PICTURE OF OFFICERS' MESS AT THE CASTLE, THE CENSOR HAS REMOVED THE PORTRAITS OF FORMER LORDS ON THE WALL, DELETED THE STONE CARVING ON FIREPLACE

SPEAKING OF PICTURES

. . . BRITISH CENSOR CONCEALS OLD CASTLE

The pictures on these pages show to what lengths censorship can be carried. They were taken by LIFE Photographer Margaret Bourke-White at a famous old English castle, now the headquarters of an American general. Her first difficulty came in getting permission to visit the castle, which she won after long argument. Then, after the pictures were taken, they were presented to the English censors. Their first reaction was to tear them all up. But after four and a half hours of further argument, they finally agreed to pass them with deletions. Besides military installations, these deletions included every art or achitectural clue that might conceivably tell a cultured German in just what castle the U. S. general was living. Family portraits, leaded windows, the castle moat, all were snipped out by the censor's scissors or removed with cyanide wash. The pictures are exactly as they came from the office of the censor. The finished product is guaranteed not to reveal anything to anyone—German, British or American.



Two American sergeants climb the old circular stairs which scale one of the castle's massive towers. They are passing a pair of ancient leaded windows, carefully removed by British censor.

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DAUGHTER OF THE LORD TALKS TO LIEUTENANT OF GENERAL'S STAFF. WHITE SPACE WHICH OUTLINES THEIR FIGURES WAS MOAT BRIDGE WHICH CENSORS OBLITERATED



Lieutenant and English girl pass through a castle gate. Grillwork on the gates, which some pre-war German visitor might remember, has been cyanide-washed by the censor.



American soldier stands guard at the castle's main entrance. The white space next to him was once a heavy oaken door, curiously carved and studded all over with great iron bolts.

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NOTICE! It's time you grown-ups quit swiping kids' Tootsie Rolls. It's unfair! Can't you go and get your own?



Jeeps! How that Tootsie taste gets 'em!

Gotta *watch* those grown-ups! They sight a Tootsie, sink same. That *burns* me, 'count of I'm a *sucker* for that Tootsie taste! I'm a *bearcat* for that chocolatey luscious flavor.

Most of those Tootsie-swipers don't even know Tootsies are *pep* food! Yes, sir! Tootsies are *super-colossal* for zingo!

America's Favorite Chewy Chocolate Candy

Try other TOOTSIE CANDIES—*delicious!*

RICH IN *DEXTROSE* FOR QUICK FOOD-ENERGY

SPEAKING OF PICTURES

(continued)



Beneath a lofty castle tower (removed by the censor) the son and daughter of the present lord show off their two dogs to an American staff officer.



Alert anti-aircraft crew on a crenelated tower stare into the space where once was the lush and rolling landscape of a placid English countryside.

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STROMBERG Injection Carburetors, vital members of "The Invisible Crew," help our pilots fly faster, farther, higher. Precision-built, they are standard equipment on U. S. Military and Naval Aircraft engines.



SCINTILLA Aircraft Magnetos deliver high-voltage sparks at any altitude. These "Invisible Crew" members provide double ignition with a single unit, and fly with American Army, Navy and Marine Corps fighters.



ECLIPSE Direct-Cranking Hand and Electric Inertia Starters are "The Invisible Crewmen" that "crank them up." They store energy in a rotating wheel, then release it to start aircraft engines quickly and surely.



PIONEER Turn-and-Bank Indicators, the level-headed "Invisible Crew" specialists, give instant indication of changes in direction and lateral position so that pilots may catch the message in one quick glance.

These are only a few of the hundreds of members of the Bendix "INVISIBLE CREW."



BENDIX RADIO Direct-Reading Compasses are the "homing pigeons" of "The Invisible Crew." The pointers show the direction of any radio station, thereby letting the pilot "ride the beam" to his destination.

"The Invisible Crew"

THAT FIGHTS WITH THEM

DAY BY DAY, the sky throbs louder with the thunder of American fighting planes, carrying our battle for the Four Freedoms to the four corners of the earth. In every plane are two crews: an ***invincible crew*** of courageous American boys . . . and ***The Invisible Crew*** of Bendix-built instruments, controls and accessories. Many members of ***The Invisible Crew*** are aboard every American plane, helping its men to fly and fight.

Dependable and accurate, scientifically engineered to perform like magic, ***The Invisible Crew*** is constantly entrusted with the lives of the heroes who man our fighting planes. The many thousands of trained workers of Bendix back that trust with their pledge to maintain the highest standards of engineering and craftsmanship. They know that their combined skills and labor help give the wearers of American wings the finest planes in the world . . . that ***The Invisible Crew*** fights alongside our armed forces wherever American fighting machines fly, sail or roll.

BENDIX AVIATION CORPORATION

Make the sky your limit in backing America's invincible crew—the fighters who man our planes, ships, tanks and guns. Buy War Bonds and Stamps.

THE INVISIBLE CREW

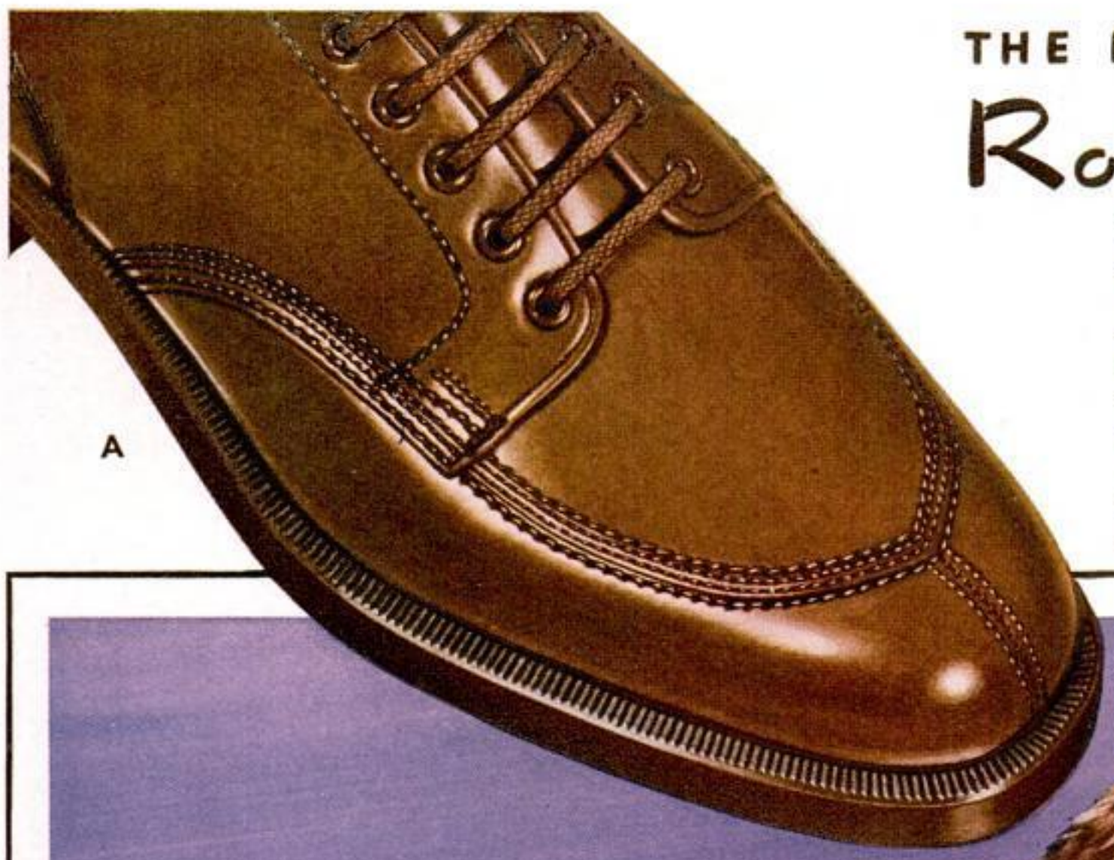
PRECISION EQUIPMENT BY Bendix AVIATION CORPORATION

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THE NEW HE-MAN COLOR IN SHOES

Roblee Kodiak Brown

The rich brown of this Alaskan King gave us this new shoe color idea. You look *into* its color, rather than at it. The reason—special dyes, which give a clear-through tone rather than a surface color. Hand-toned, hand-rubbed finish, gives a burnished glow instead of the traditional polished look. Complete range of styles and sizes now at your Roblee* dealer's. Made by United Men's Division, Brown Shoe Company, Manufacturers, St. Louis.







Send 10c to Advertising Department, Brown Shoe Company, St. Louis, for a full-color print of this painting, size 18½ x 24, suitable for framing and without advertising.

A. Kodiak Brown Harness Stitched Overlay Blucher, Double Sole, Leather Heel, Parade Last. B-894.

B. Kodiak Brown Quarter Brogue Blucher, Double Sole, Leather Heel, Ambassador Last. B881-1.

C. Kodiak Brown Garrison Blucher, Double Sole, Rubber Heel, Parade Last. B-876.

D. Kodiak Brown straight tip, Double Sole, Leather Heel, Parkdale Last. B883-1.

$6.00 to $8.00

Some special styles slightly higher

*Roblee

SHOES FOR MEN

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LIFE'S REPORTS

LIFE IN A LIFEBOAT

by CHANLER A. CHAPMAN

Chanler A. Chapman, 40, is a son of the late scholar-poet John Jay Chapman and author of *The Wrong Attitude* (Putnam), a humorous account of his years at St. Paul's School, Concord, N. H. He was on his way to North Africa to drive an American Field Service ambulance when his ship was torpedoed in the South Atlantic. Here follows his narrative of eight days in a lifeboat, beginning immediately after the U-boat attack and distinguished by a sense of enjoyable adventure in marked contrast to the "agony stories" which have usually come out of such tough experiences.

I went forward along the starboard side and noticed a launched lifeboat in the water in charge of Mr. Barton, second officer,23 years old, nine years at sea and never torpedoed before. Then I did a fairly selfish thing. I went back to my cabin, picked up a fisherman's hat and my pair of sneakers. I thought the sneakers and hat would be obligatory if we were going to bat about within nine degrees of the Equator in an open boat. I tossed the shoes and hat into the lifeboat and started to obey Mr. Barton's command to jump. Though I did not have far to jump, I hesitated. Mr. Barton roared, "Jump, you bloody fool." I finally relaxed and just sort of squatted down and pitched forward and precipitated myself onto the arms, heads and laps of people in the stern of an already crowded lifeboat. We shoved off to get clear of the ship before she finally went under.

Within no time at all the sub herself appeared, quite a long way off, and we ignored her. It was more vital to us to watch our own vessel going down. On the wreckage and packing cases were two or three men balancing themselves. One man kept blowing on a whistle attached to his life jacket. He was as persistent as a tree toad in spring.

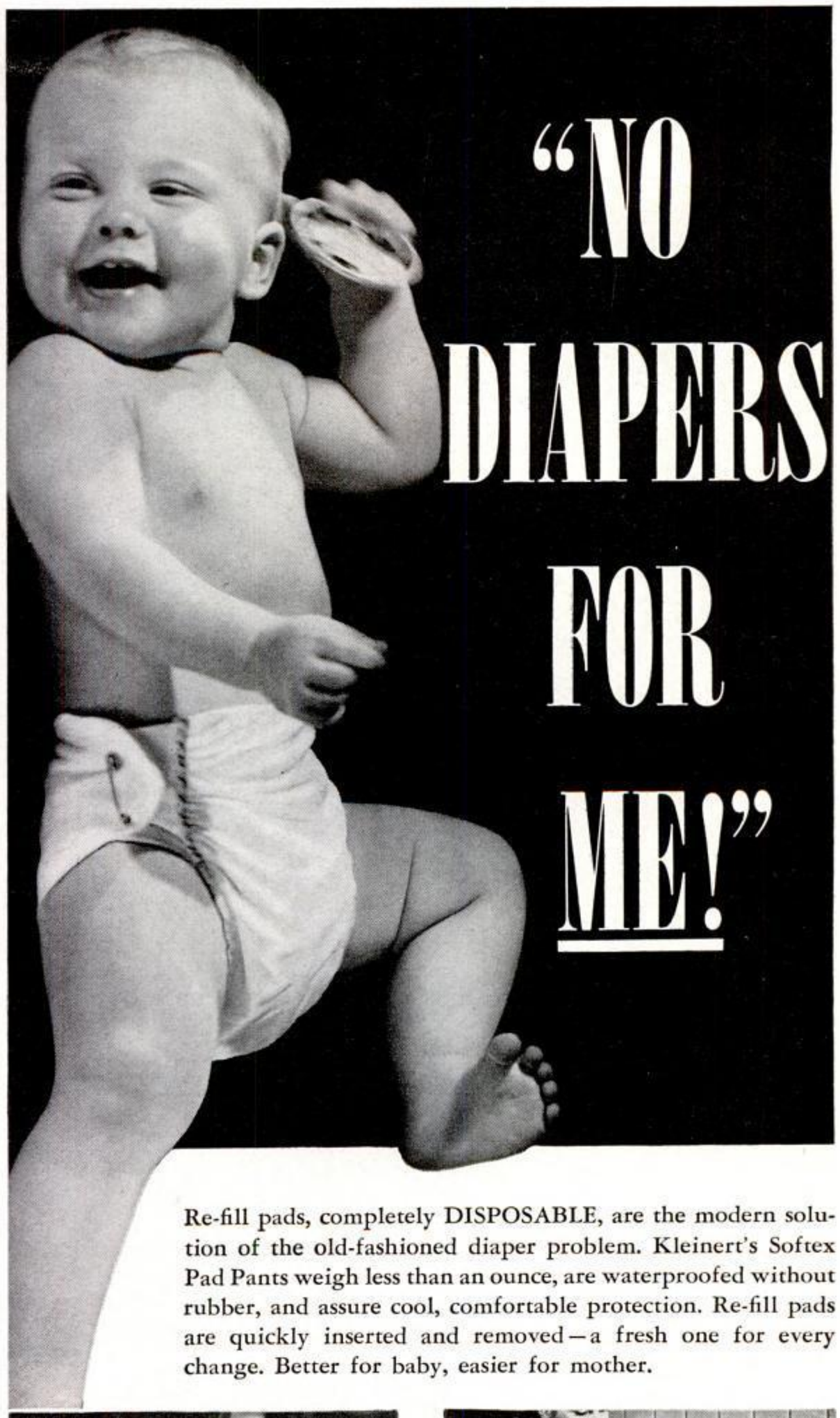
We headed in among the wreckage, taking pains not to be swamped by various heavy cases which were barging about in the swell. We picked up two of our mates and then noticed the sub was in our midst, no longer just a conning tower, but fully surfaced. When we first saw the conning tower we thought they might possibly machine-gun us. Now we saw her pick up two members of our crew. One of these was burned by steam and had scalds and one eye was closed. Give the devil his due, they dressed this man's wounds and put a patch over his eye and returned him and a deckhand to us. They were as arrogant as a fish hawk among new-hatched chicks—polite, sure, young and merciless, but they gave us our course and we were damned glad to be rid of them. Then started the long week and a day to shore, in a lifeboat.

It took our ship about seven minutes to go down. I immediately transferred my sandals and bathing shorts to a fireman who was clothed only in a life preserver. He was the whistler from among the packing cases. I also gave him one of my two safety pins which attached my long woolens to my life preserver. He needed this to keep his new pants up. The other pin I kept and used for many purposes during the rest of the trip.

Raft like a comfortable club

Mr. Barton had us row to a life raft which had come adrift from the wreckage. As it was very crowded in the boat, some of us, including myself, volunteered to sit on the raft and be towed. It was agreed not to cast us adrift and to give us a chance to come back to the lifeboat if that seemed the best plan. The raft was a heavenly place because there were only six or seven of us on it and the thing was made to hold 14. By contrast it was like a comfortable club. We began getting out our stanchions and stretching canvas about the sides and an awning overhead. In the meantime, the lifeboat had hoisted its cherry-red Latine mainsail and jib and was attempting to tow us. This was not successful. We made next to no progress.

CONTINUED ON NEXT PAGE



Re-fill pads, completely DISPOSABLE, are the modern solution of the old-fashioned diaper problem. Kleinert's Softex Pad Pants weigh less than an ounce, are waterproofed without rubber, and assure cool, comfortable protection. Re-fill pads are quickly inserted and removed—a fresh one for every change. Better for baby, easier for mother.





Batiste Softex Pad Pants with DISPOSABLE Pads really END diaper drudgery. Pads are super-absorbent cellulose with special top tissue that CANNOT CHAFE. Baby gets fresh pad for every change. Soiled pad is flushed away in the toilet. Re-fill pads cost less than to have diapers laundered! Pad Pants are 60¢—small, medium and large. Refill Pads 48 for about 85¢. Prices slightly higher on the Pacific Coast and in Canada.

Kleinert's *SOFTEX PAD PANTS WITH DISPOSABLE PADS

*T. M. Reg. U. S. Pat. Off.



Make your dresses last longer with Kleinert's Dress Shields

You will find available, at your favorite Notion Counter, plenty of Kleinert's new rubber-less dress shields for every need, priced to suit every purse—all fully guaranteed to protect your precious dresses.

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HOW YOU TWINKLE, PRETTY STAR!



MERLE OBERON, United Artists Star, says: "I don't think anything does more to create a sparkling impression than teeth that simply glisten . . . reason enough for me to use CALOX TOOTH POWDER!"

Two ways to WHITENESS

your dentist follows both! So can you... with Calox

Notice your dentist's technique when he gives you a dental cleaning. First, he thoroughly cleans your teeth. Then, and only then, does he polish them. In your home care why be satisfied with less than BOTH cleaning *and* polishing, when you can get Calox?

5 cleansing and polishing ingredients

Calox gives you not one or two, but *five* special ingredients for cleaning *and* brightening. With every stroke of the brush, Calox helps detach food particles, removes deposits, cleans off surface stains. Your mouth is stimulated, refreshed. And with every stroke Calox *polishes*, too, making your teeth shine with their own clear, natural lustre . . . In Hollywood, many a star trusts to Calox-care. Try Calox for *your* smile!

McKesson & Robbins, Inc., Bridgeport, Conn.



Merle's Glamor Regime is planned to include daily exercise, sensible diet, frequent check-ups with her dentist. And for daily care, a dentifrice notable for its superb polishing action—Calox Tooth Powder.



Don't Wait for a toothache before you see your dentist. Decay is often well advanced before actual pain is felt. Save time, save expense, save your teeth. Have a dental check-up *regularly*. It pays.



Guaranteed by Good Housekeeping
IF DEFECTIVE OR NOT AS ADVERTISED THEREIN
REPLACEMENT OR A REFUND OF MONEY

LIFE'S REPORTS

(continued)

In a couple of hours Mr. Barton issued two small pieces of chocolate to each of us and a small tot of water, probably only one ounce, just a drop. This surprised and delighted me, because the boatswain, who was not in our boat, told me a couple of weeks before that if we took to the lifeboats we would not get anything to eat or drink for 24 hours. It was not that way in our boat.

Late that afternoon Mr. Barton made us come aboard the lifeboat, to which we transferred the raft rations and water, paddles and bright yellow awning. We hated to give up our comfortable, luxurious raft, but we did what Barton said without grumbling and joined the overcrowded, jabbering *hoi polloi* on the life-boat.

As darkness descended, Barton asked who could help him steer and sail the boat. This was my chance. I had told him about crossing the North Atlantic on the 47-ft. ketch *Shanghai* and getting wrecked off Nova Scotia 18 years ago. He thought it a little insane that five men should want to sail across the North Atlantic in a small boat just for fun. But now it was the best kind of medicine both for him and me.

4-to-8 watch

I asked to be allowed to take the 4-to-8 watch on a four hours on, eight hours off basis, and he accepted the offer. This was a godsend. It meant eight hours' work every day, the kind of work I love best of all because you have next to no intellectual strain. You sit in the stern sheets of a double-ended lifeboat, before dawn and before sunset, every day, with the tiller under the right or left arm, according to which tack you are on. The northeast trades are behind you. From time to time you are becalmed. That is the worst. The rest of the time you go slithering down endless hills and valleys of hard, salt water, black at night but by day a brilliant cruel blue. The boat is low in the water. I don't think she had over 20 inches of freeboard. When the weather is a little rough or squally or the boat gets a little crossed up against a whitecap, one side or the

CONTINUED ON PAGE 20

They'll *USE* these wherever they go!

AMITY

Service Billfolds



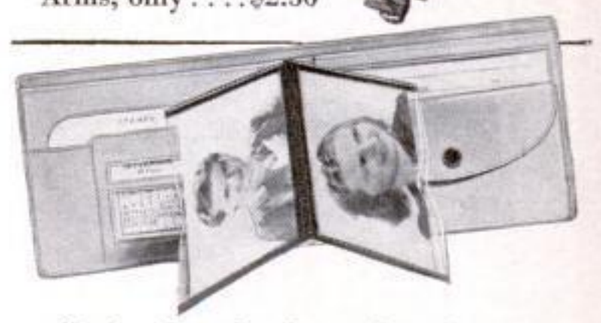
FOR SOLDIERS

Special billfold for Army men, in tan saddle cowhide richly embossed with official emblem, only.....$2.50

FOR SAILORS



Special Navy model, in dress-black cowhide embossed with official Navy Coat-of-Arms, only....$2.50



Designed to fit the needs and wants of men in the service, with special features that include transparent wings for identification cards and photos, coin pocket, stamp pocket, perpetual calendar, and utility pockets for individual needs.

SPECIAL *Gift* PACKAGE AT NO EXTRA CHARGE



Right Size for Mailing Overseas

This sturdy, attractive gift box will be accepted by Postal and Service authorities for delivery to boys in foreign service. To be sure of arrival by Christmas—get it in the mails early!

NOTICE . . . MAIL ALL OVERSEAS GIFTS BEFORE NOVEMBER 1ST.



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In justice to yourself and your responsibilities, see to your eyes right away. Don't make the tragic mistake of assuming that your vision is "all right." 70% of all American eyes are defective. Only part of them have been given the advantage of true professional care. There are 20,000,000 pairs of eyes unfit to do their patriotic job for Uncle Sam.

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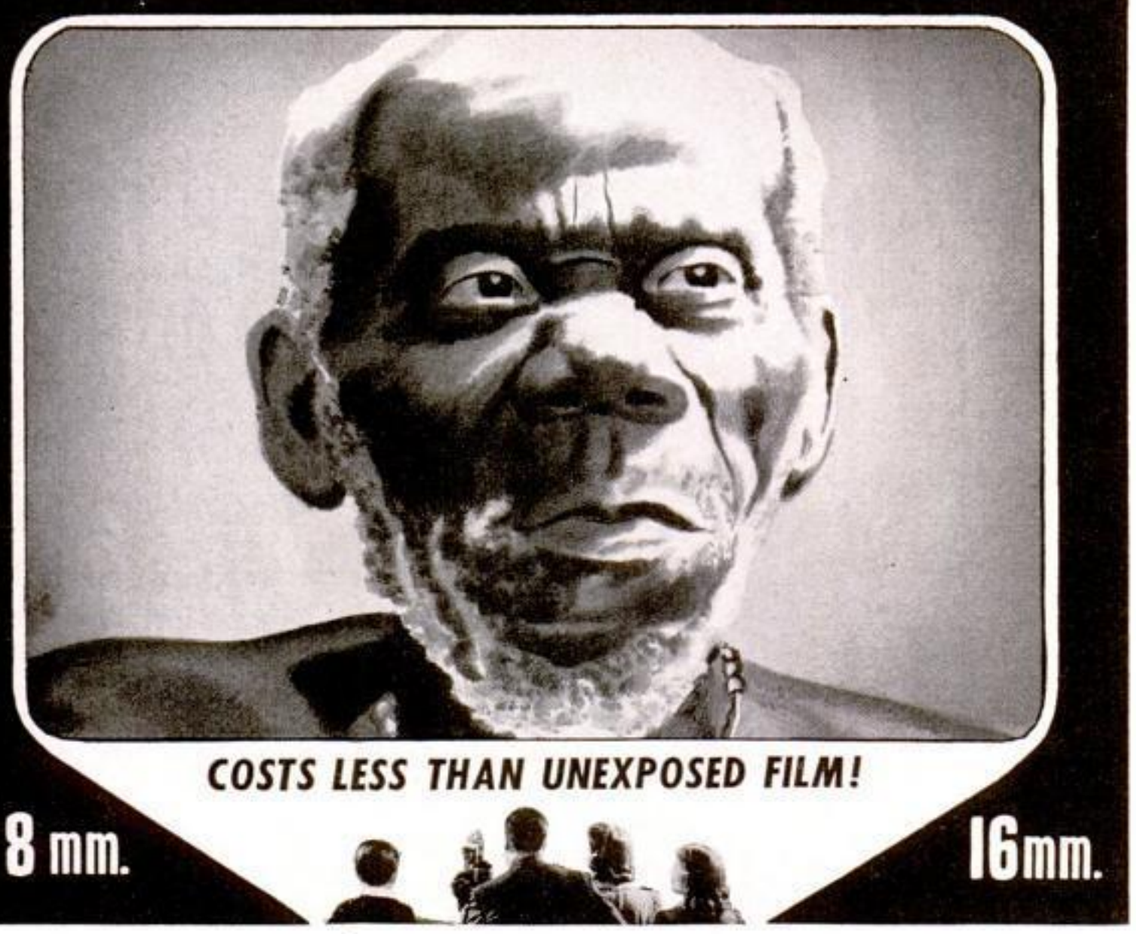
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LIFE'S REPORTS

(continued)

other will ship a little water. This produces protests from the sitting, squatting, hunched-up humans on that particular side. When the wind or the course is shifted so that there is a risk of jibbing, the annoyance is even greater. One has to wake up the mass of sleepers on the bottom, sides and thwarts of the boat and get them to row a few strokes on the starboard or port side. This they do slowly. There is not much danger either from swamping or from snapping the little mast out of her in a sudden squall. This latter would be really bad, yet one hates to shorten sail when the going is strong and favorable. We only did it once and we were sorry we did it that time.

It is like endlessly coasting on and on over endless hills with full control in the tiller and the mainsheet which is worked without benefit of blocks or pulleys. The 4-to-8 watch is the best in the world. It is always broken by the morning and evening meal at 6 a.m. and 6 p.m. At our first morning meal we each got one ounce of water, which is one-third of the average single cocktail. Because of its greasy saltiness we ate very little pemmican and only moderate quantities of malted milk, chocolate or biscuit with it.

Southwest by south

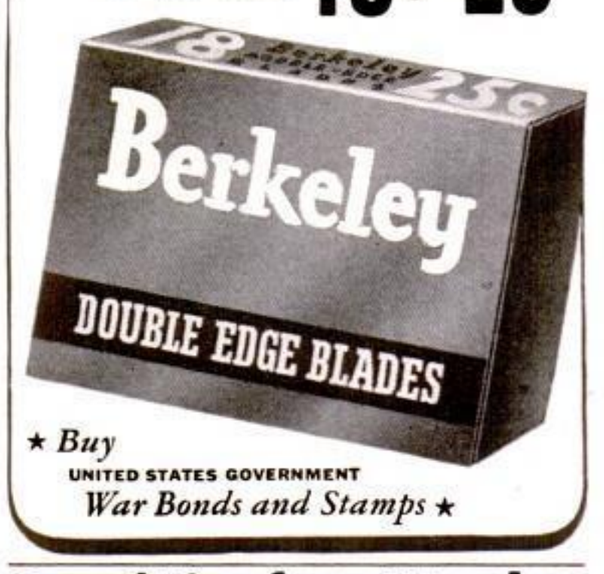
Barton explained why this short ration of water would be necessary. We might possibly be in that lifeboat from 20 to 30 days. We thought we were between 450 and 650 miles from land. There was neither sextant, chronometer nor log. There was a two-shilling Mercator's projection of the entire world without any names on it. We knew that the Brazil Current would join the Equatorial Current and carry us north and west along the coast of South America. Therefore we kept steadily to the southwest and southwest by south. Our greatest fear was that we should be carried past Trinidad and Tobago and the Windward Islands and somehow get into the Caribbean Sea and have to go clear across to Cuba or even to Yucatan before we got to land. That would have been bad. That is why we wanted to hit any part of South

CONTINUED ON PAGE 22



BUT . . . *lots of men go overboard and pay extra nickels for razor blades!* Why pay more . . . when 25¢ now buys 18 of the keenest razor blades you ever used . . . Berkeley Blades! Switch to Berkeley today. Made of fine watch-spring steel; precision honed. Money-back guarantee!

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Remember, pilots aren't born—they are trained—and you don't have to be a superman or endowed with some mystical skill to fly a dependable, easy-to-fly Piper Cub. Whether you're sixteen or sixty, if you are in normal health and possess normal judgment, YOU can learn to fly a Piper Cub with as little as 8 hours of dual instruction!

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Visit your Piper Cub Dealer . . . he will be glad to give you a flight demonstration and tell you how you can become a pilot now.

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"*So-oo* delicious! That's the first big difference in Nabisco 100% Bran. You never dreamed bran could taste so good! And try the recipe for muffins on the Nabisco 100% Bran package. *Yummy ... yummy!*"

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NABISCO

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BAKED BY NABISCO • NATIONAL BISCUIT COMPANY

LIFE'S REPORTS

(continued)

America, any old stretch of mud or mango swamp rather than be carried on indefinitely in our crowded, thirsty cockle.

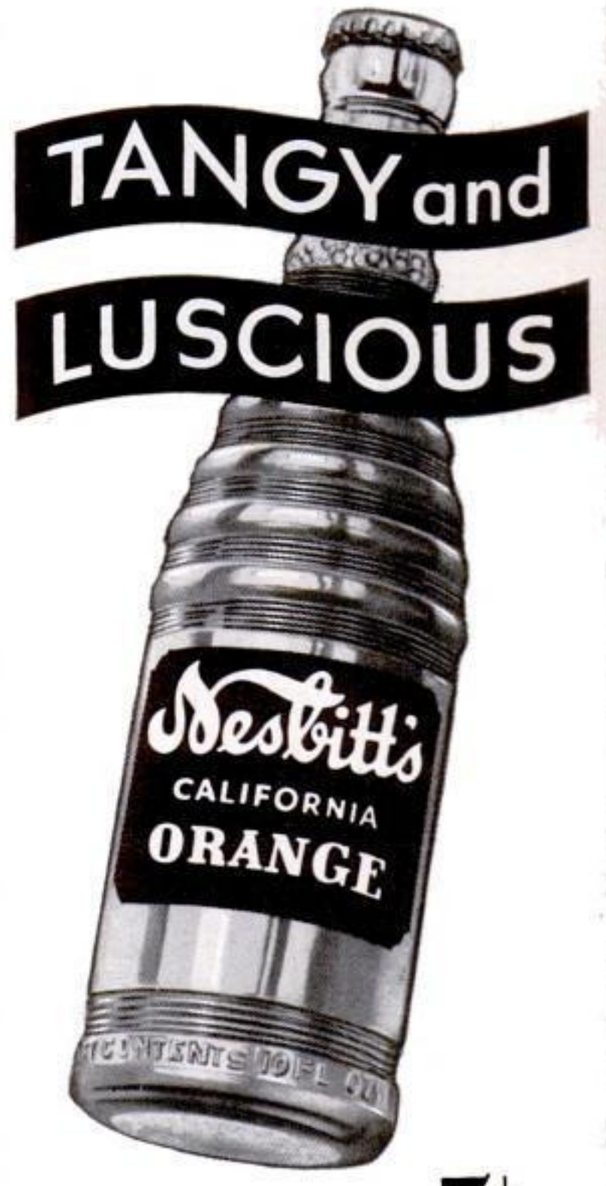
At noon we had another meal with another ounce of water. Noon was usually bad because it was really hot. That is where the Abdol vitamin tablets came in strong. They were pliant and could be swallowed without using any saliva or moisture. When you put an ounce of water on top of one you could feel the old food values reaching out into your system and nourishing you.

By 8 or 9 o'clock in the morning various oars and stanchions and paddles were rigged to support the canvas awning. We had eight cotton blankets that sometimes were placed on top of the awning to produce a deeper shade. In any case there never was room for all parts of all the people to be under the awning at the same time. The people in the bow had a smaller awning of their own, but it also was insufficient. The smaller boys and men slept in the bilges, curled up under benches, sometimes with their legs higher than their heads. It lasted for days. It was not too bad. Nobody went bats.

Sleeping straight

One of the best things about being on the navigating staff was that better sleeping arrangements were afforded us. A man cannot watch a compass, the wind, sail and sea and, at night, perhaps a star for four hours if he is half asleep. So we of the staff were allowed to stretch out straight. I got so that I could bite off sleep like a man eating bananas. As a rule I can use a good deal of sleep. I got a good deal of it in the lifeboat.

The two things I liked best about the trip were learning to get along on very little water and sailing the lifeboat. I think Barton really thought me a little odd when after four or five days I still told him from time to time and in confidence that I liked nothing better in the world than sending that swell little cockle shooting down those endless waves with the 24 of us in her really going somewhere. That was the kind of race that counted.



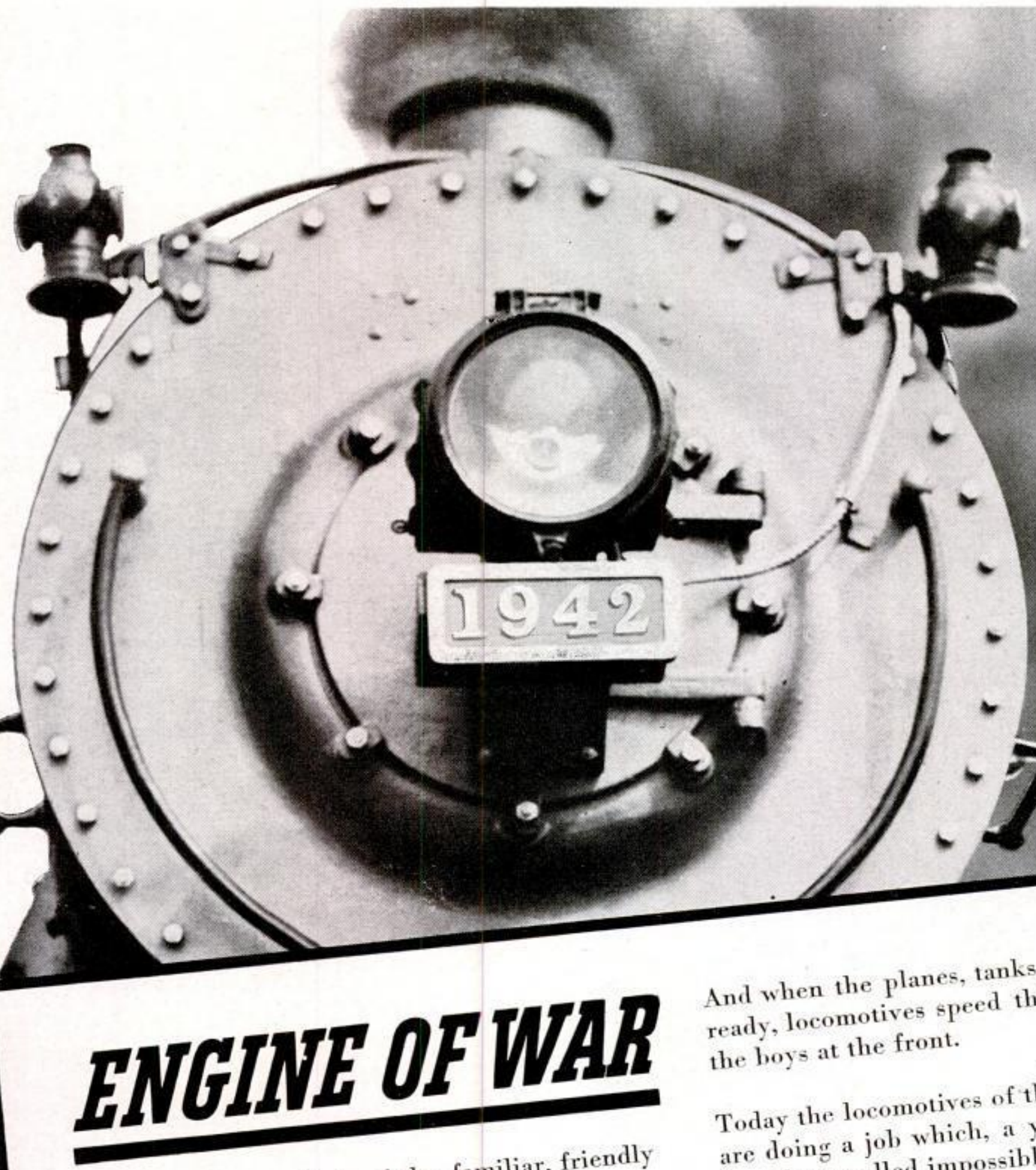
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ENGINE OF WAR

IT'S strange to think of the familiar, friendly locomotive as a weapon of war.

But right now that's what it is.

For locomotives really make possible all the other weapons of war we must have.

They haul the ore and fuel that steel mills require.

They take the steel to shipyards on all three coasts and on the lakes.

They bring the engines, wing assemblies and other parts to the fabulous plants where the fighting planes are made.

They bring the quantities of chemicals, coal and oil, everything that three-shift war plants demand.

And when the planes, tanks, guns and food are ready, locomotives speed them on their way to the boys at the front.

Today the locomotives of the American railroads are doing a job which, a year or so ago, would have been called impossible. And it is a job so big that only the railroads could undertake it.

It's a job that means sending off a loaded freight train every five seconds of the day and night—that means hauling a million and a quarter tons of freight a mile every minute—and, by the way, doing it for less than one cent a ton per mile.

To do it, the railroads are exacting the greatest service from every available piece of equipment. For other war requirements may prevent them from getting the additional cars and engines the job justifies.

But, with the equipment on hand and what can be obtained, these engines of war will prove themselves mighty weapons in the drive to Victory.

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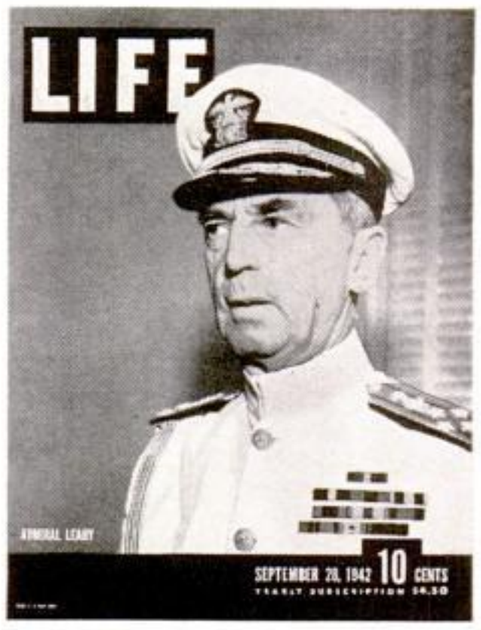
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Admiral William Daniel Leahy, the President's Chief of Staff, qualified for his job by 42 years in the Navy, one as a territorial governor (Puerto Rico) and one as an ambassador (Vichy). For the story of Admiral Leahy and his quiet but far-reaching influence on Washington councils of war, see pages 102–116.

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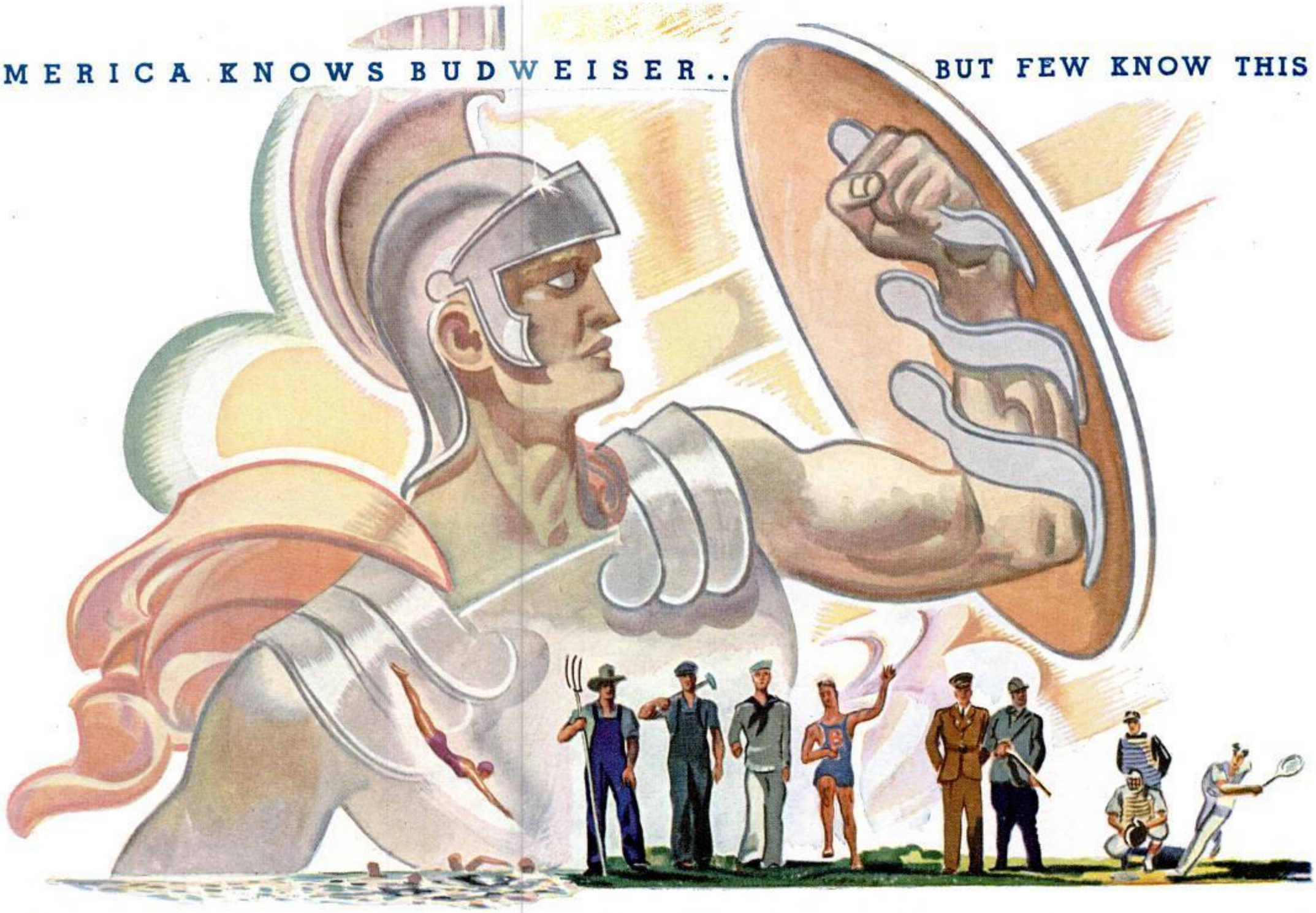
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DAWN PATROL

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And New York Central passengers and shippers are helping in this vital "war of movement"—as are countless thousands of railroad users throughout the country.

As passengers, they are planning their trips for mid-week. They are travelling light. They are making their reservations and buying their tickets well in advance.

As shippers, they are seeing that freight cars are loaded to capacity, and loaded fast, and unloaded promptly. For every 1% increase in freight car utilization adds 20,000 cars to America's "war of movement."

For the part these people have played already—for their "thumbs up" attitude towards occasional inconveniences—all the employees of New York Central are extremely grateful.

For today the employees of the New York Central, together with the employees of *all* American railroads, have just one object in view—the complete and crushing defeat of the Axis powers. That is the job to which they have dedicated themselves. And with your help, they'll see it through!

BUY UNITED STATES WAR SAVINGS BONDS AND STAMPS

NEW YORK CENTRAL

THE WATER LEVEL ROUTE

NEW YORK CENTRAL SYSTEM

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Vol. 13, No. 13

LIFE

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September 28, 1942

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CONTENTS

THE WEEK'S EVENTS

Willkie Sells U. S. Victory to the Middle East ... 29
LIFE on the Newsfronts of the World ... 32
4,500 Model Planes Hang in Chicago's Union Station ... 33
U. S. S. "Yorktown" Is Sunk at Sea ... 34
Bel Geddes' Model Shows Jap Bases in Aleutians ... 36
. . . U. S. Fighting Men in Alaska ... 38
Nancy Love Commands WAFS ... 40
William Jeffers Is Appointed Rubber Czar ... 41
Texan Is Named "Miss America" at Atlantic City ... 42
Tides of War Beach Foreign Seamen in New York City ... 60

CLOSE-UP

Admiral Leahy, by Noel F. Busch ... 102

PHOTOGRAPHIC ESSAY

Aerial Navigation ... 92

AIR FORCES

British Unveil Lancaster in Latest Bid for Dominance ... 45

EDUCATION

Job Market Opens Wide for Girl Graduates ... 53

ART

Wisconsin Barn Art ... 56

MOVIES

"Arabian Nights" ... 69

MEDICINE

Australian Nurse Demonstrates Treatment for Infantile Paralysis ... 73

SPORTS

Yankees Win American League Baseball Championship ... 78

MODERN LIVING

Children's War Scooters ... 85

NATURAL HISTORY

China's Flowers Beautify American Gardens ... 88

THEATER

"Janie" ... 119

OTHER DEPARTMENTS

Letters to the Editors ... 2
Speaking of Pictures: Censored Pictures of English Castle ... 12
LIFE's Reports: Eight Days in a Lifeboat, by Chanler Chapman ... 17
LIFE Goes to a Country Club ... 126
Pictures to the Editors ... 130

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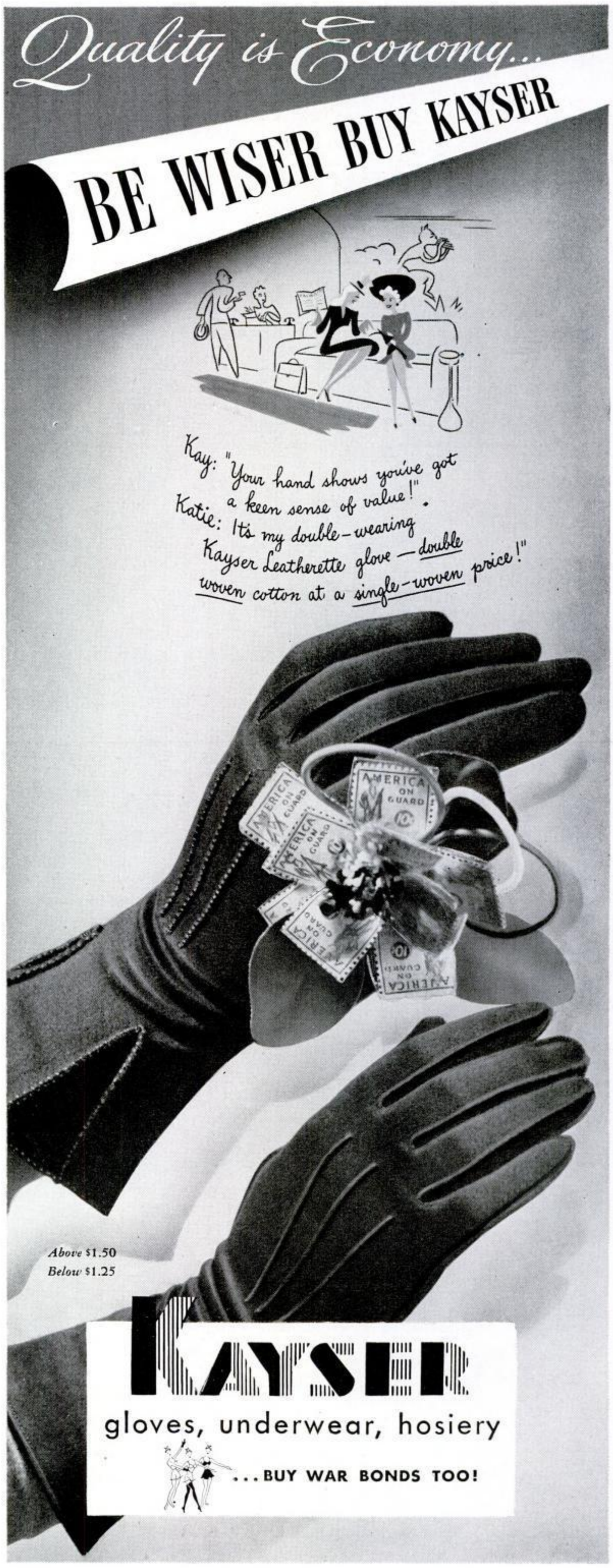
LIFE'S PICTURES

Margaret Bourke-White, whose pictures illustrating the whims of wartime censorship appear on pages 12–14, is used to censors and their ways. Last year she covered the war in Russia for LIFE and there dealt with members of that profession whose toughness is legendary among newsmen. Now, as one of the few women war correspondents recognized by the Army, she is photographing the activities of the American Air Forces in England.

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69, 70—MARK KAUFFMAN
73, 74, 75, 77—ED CLARK-NASHVILLE TENNESSEAN
78—K. CHESTER *exc. cen.* ACME
79, 80—K. CHESTER
85, 86—HERBERT GEHR
88—ANDREAS FEININGER *courtesy* METROPOLITAN MUSEUM OF ART
89—WILLIAM C. SHROUT
90—WALTER SANDERS *from* B. S.—WILLIAM C. SHROUT
92, 93—WILLIAM VANDIVERT
94—WILLIAM VANDIVERT *exc. cen.* LIEUTENANT LESLIE W. BLAND
95—WILLIAM VANDIVERT
96, 97, 98, 99—WILLIAM VANDIVERT
100, 101—*Drawings by* A. LEYDENFROST
102—W. W.—HARRIS & EWING
103—THOS. D. MCAVOY
106—OFFICIAL U. S. NAVY
109—W. W.
112—A. P.
114—THOS. D. MCAVOY
115—W. W.
116—THOS. D. MCAVOY
119, 120, 121, 122, 125—KARGER-PIX
126, 127, 128, 129—HERBERT GEHR
132—BRITISH COMBINE

ABBREVIATIONS: BOT., BOTTOM; CEN., CENTER; COL., COLUMN; ©, COPYRIGHT; EXC., EXCEPT; LT., LEFT; RT., RIGHT; T., TOP; A. P., ASSOCIATED PRESS; B. S., BLACK STAR; INT., INTERNATIONAL; W. W., WIDE WORLD



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What Life Insurance Policy

if Your "Big-Money" Years are Limited?

MEN WHOSE occupations call for the precise use of their eyes or hands . . . or for unusual physical endurance . . . or perhaps exceptional mental energy, are typical of men whose "big-money" years are limited.

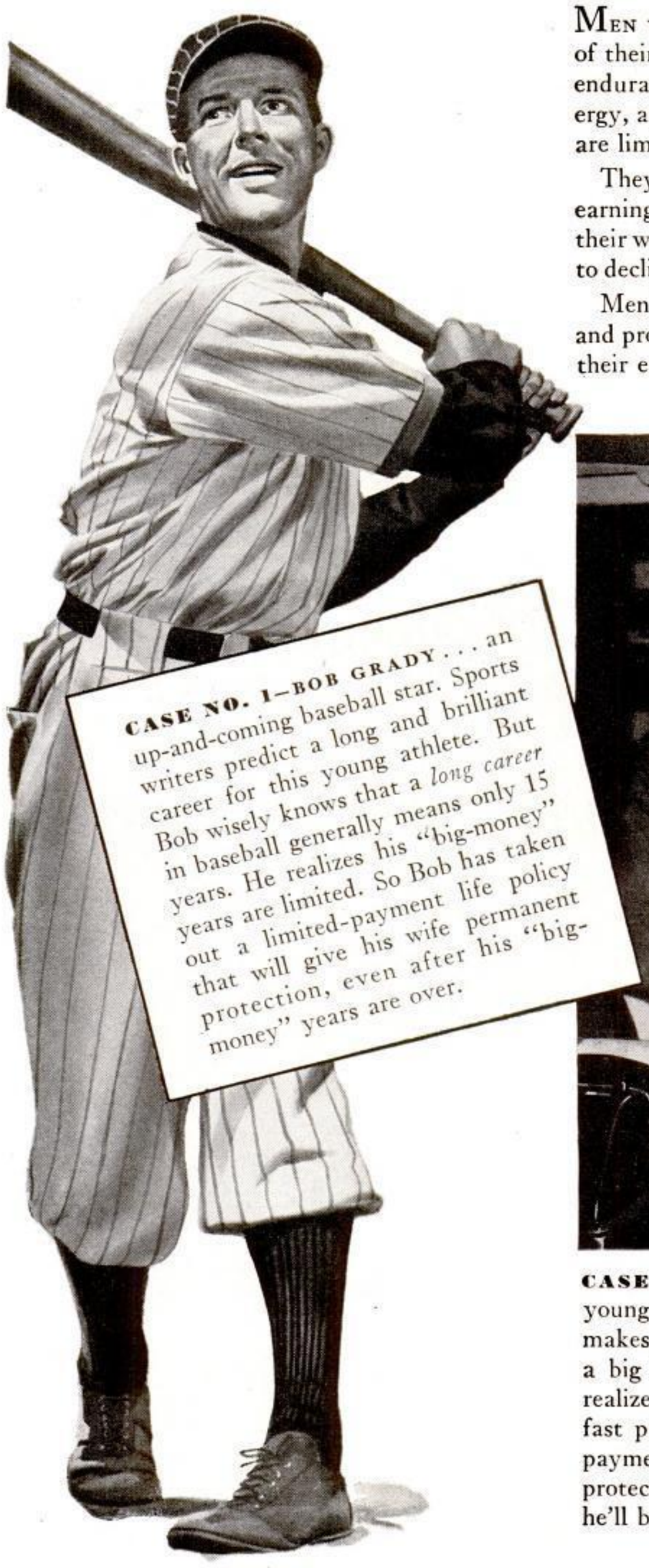
They are apt to reach a period of maximum earnings early in life. But because of the nature of their work they often find that their income begins to decline at an early age, such as 50, 45, or earlier.

Men like these, with dependents to provide for and protect, want to finish paying premiums while their earning power is at its peak.

For such men, and others who prefer to complete premium payments early, insurance on the limited-payment life plan is usually recommended.

Premiums on such policies are payable for only a definite period of time—10, 15, 20, 25, or 30 years, or until a certain age is reached. The face amount of the insurance is payable to the beneficiary at the death of the insured, whenever that may occur.

Examples of how three men in different circumstances are using limited-payment life policies are illustrated here.



CASE NO. 1—BOB GRADY . . . an up-and-coming baseball star. Sports writers predict a long and brilliant career for this young athlete. But Bob wisely knows that a *long career* in baseball generally means only 15 years. He realizes his "big-money" years are limited. So Bob has taken out a limited-payment life policy that will give his wife permanent protection, even after his "big-money" years are over.



CASE NO. 2—FRANK PALMER is a successful young executive. But Frank earns every penny he makes. He works around 12 hours a day—carries a big load—keeps on the go constantly. Frank realizes that he may not be able to maintain this fast pace all his life. So he has taken out a 20-payment life policy. It gives him the permanent protection he wants for his wife, and in 20 years he'll be through with premiums forever.



CASE NO. 3—DR. CALDWELL is a well-known surgeon. He enjoys one of the largest practices in his section of the country. But Dr. Caldwell is well aware that the passing years may affect his sensitive hands so as to impair their delicate precision. So, while his earning power is high and the premiums well within his means, he is paying for limited-payment life insurance that will be fully paid up at age 55.

The PRUDENTIAL

INSURANCE COMPANY OF AMERICA

HOME OFFICE: NEWARK, NEW JERSEY



ARE WE HELPING YOU?

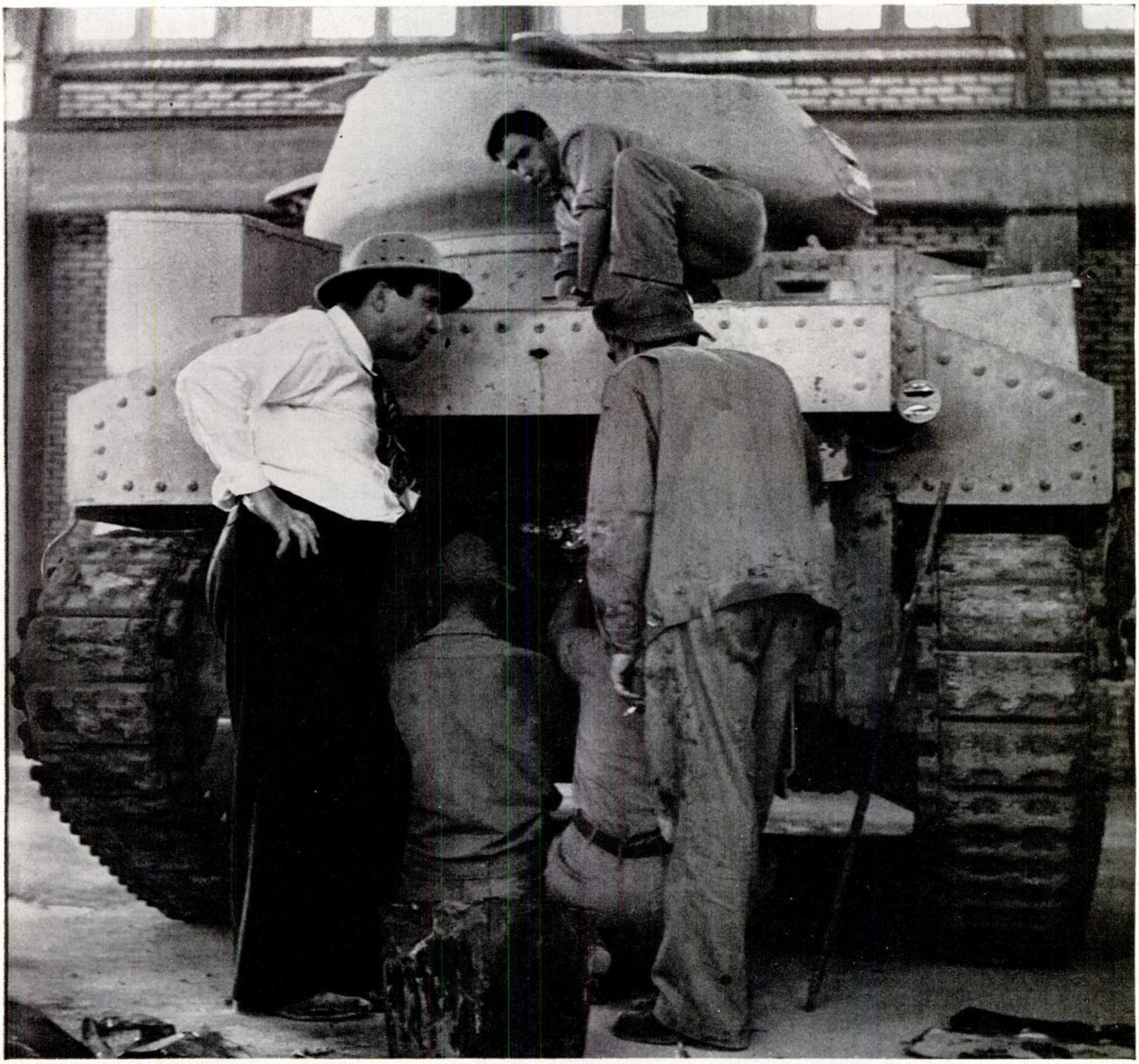
This is another in our series of advertisements—"What Every Man Should Know About Life Insurance." This series is intended to give you the kind of *practical* information on life insurance that will be of real benefit to you and your family.

We hope these advertisements will help you understand life insurance better and give you a deeper appreciation of your agent's services. Your comments will be warmly welcomed.

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LIFE

Vol. 13, No. 13 September 28, 1942



WENDELL WILLKIE IN EGYPT TAKES OFF HIS COAT TO INSPECT DAMAGED GENERAL GRANT TANK IN A U. S. TANK REPAIR SHOP RUN BY U. S. ARMED FORCES IN MIDDLE EAST

WILLKIE SELLS U. S. VICTORY TO MIDDLE EAST

Wendell Willkie, as the leader of President Roosevelt's Friendly Opposition, set out three weeks ago to win the shaky Moslems of the Middle East for the cause of the United Nations. This 220-lb. American from the Midwest was like nothing the Mideast had ever seen before. "My country," Willkie told it, "wants no territory and no control over others. But it does want to know who are those who fight with it. This is the time for men and nations to stand up and be counted."

The pictures on these pages by LIFE Photographer Robert Landry show Willkie's first stop, Egypt. He arrived Sept. 2 in a big plane called *Gulliver* and a cloud of hot dust, and swept up his welcomers in a cheerful, raucous blast of confidence that blew right out of the heart of America. He winced at the blazing Egyptian sun but his good humor never let him down. He saw the American tank repair shops (*above*), the Egyptian Premier and King, the desert war, and then he flew on to Turkey.

He told the Turks that "Rommel was stopped cold" and advised them to get over their traditional touchiness toward Soviet Russia. He complimented them on their "firm, unshaken, steadfast neutrality despite great German pressure." And when the Germans objected, he produced his best crack: "Why, if the Germans don't like it, it's easy enough for them to send along a leader of their administration Opposition." Then to Syria (to meet de Gaulle), Palestine (the Wailing Wall), Iraq (Premier Nuri as-Said), and Iran (the Shah). Next came Russia and China.

To all of them he gave the potent figures of U. S. war production: 5,000 planes a month, more than all the Axis nations combined: soon 1,000,000 tons of shipbuilding a month. The commodity he had to sell was, as President Roosevelt had announced, "the truth."

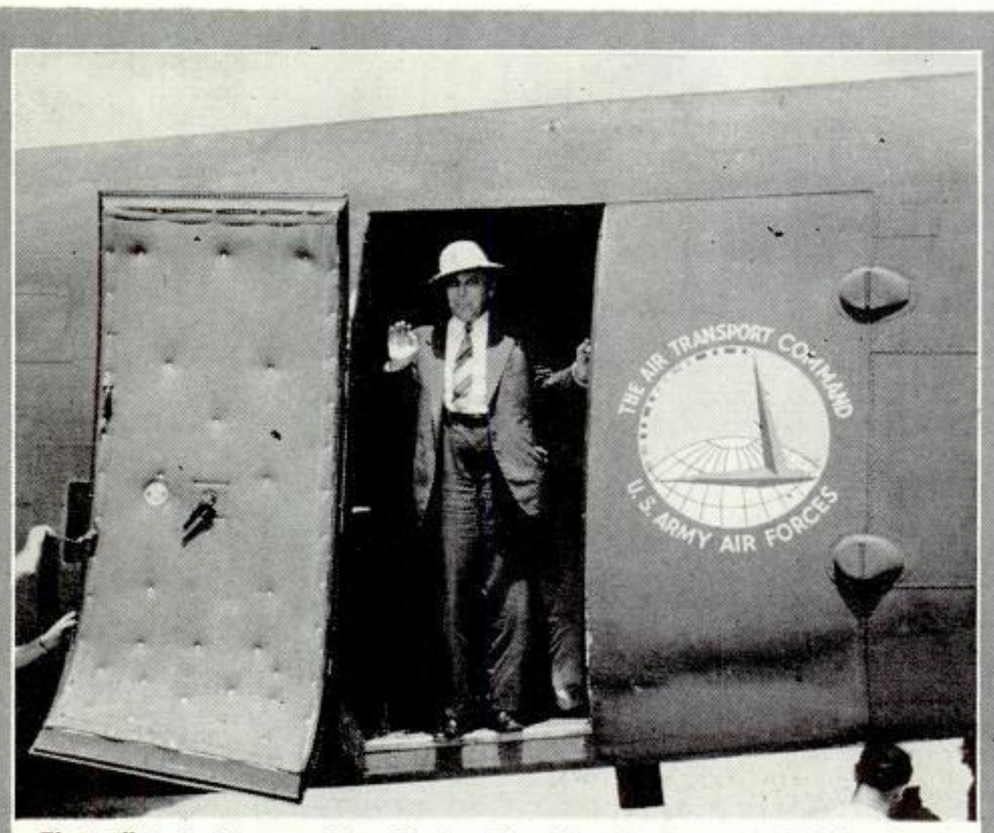
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WILLKIE TELLS MIDDLE EAST NATIONS TO PICK THEIR WINNING COLORS RIGHT NOW

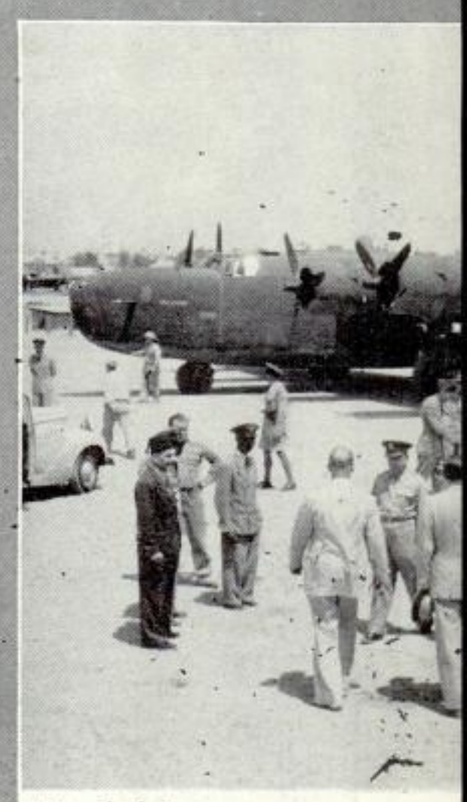
By the simple magic of being an American and the leader of the Opposition Party, Wendell Willkie was just what the Middle East needed. The Egyptians were not very happy about the war. The Palestinians, Iraqi, Syrians, Iranians positively hoped the British would lose. For them, it was only another British war. But when a Willkie appeared, the war suddenly became something else. Willkie stood for the confident idealism, the careless generosity of America. He stood also for the unity



Willkie's plane, a four-motored Consolidated transport named *Gulliver,* lands two hours late on Cairo's vast Heliopolis airport northeast of the city.



First off is the big man himself, tired but friendly, in a rumpled blue business suit and sun helmet. He had already come some 11,000 miles from U. S.



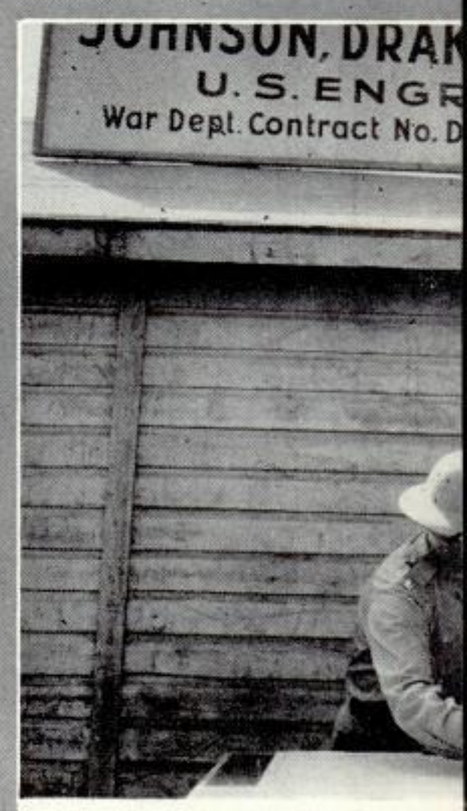
Frazzled tempers are swept away by Willkie's good humor,



Fresh next morning, in a different suit and tie, he has a 40-minute conference with Egyptian Premier Nahas Pasha. Day after he saw King Farouk.



His coat comes off and he hitches up his pants as General Russell Maxwell takes him over U. S. Army installations prepared for U. S. troops in Egypt.



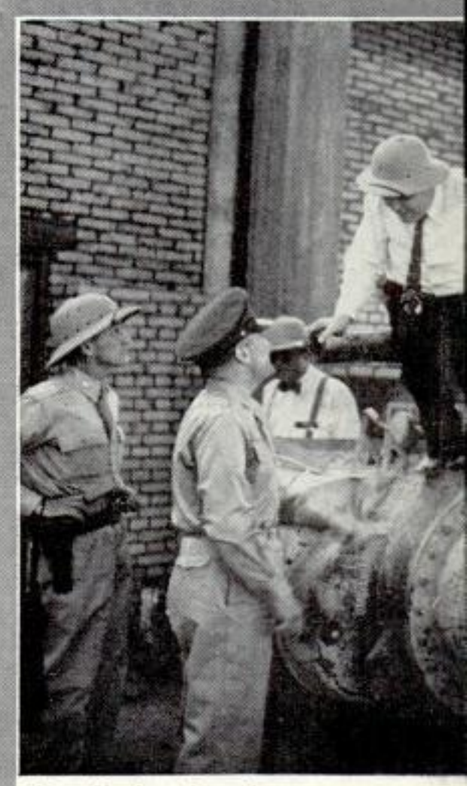
U. S. engineers show him the layout of repair shops for U.S.



A jeepload of U. S. troops in Egypt tell Wendell Willkie about performance of the famous jeeps in the kind of dry sand visible in this picture.



The wounded tanks back from the Battle of Egypt, seven damaged General Grants with 3-in. guns, are inspected by Willkie in the U. S. repair shops.



He climbs aboard tank with smashed mudguard to peer

of the American war spirit, for he was Roosevelt's personal representative and one-time opponent.

"If I am here as President Roosevelt's representative," he told the Egyptians, "it is because 130,000,000 Americans are all behind the President to beat the Germans." What he had to say was simple: America wants to win; America is going to win; America is watching the Middle East peoples; and America will not forget.

That was something Willkie superlatively knew how to say and he said it with jabs of his index finger against the silk lapels of the Moslem statesmen, with a smile and a gleam in his eye. "Now," he seemed to say, "it's your move."

Last week he began a very different sort of job. He had arrived in Moscow and was to go on to China. The Russians and Chinese, already far deeper in war than the Americans, just wanted to know how much fight there is in the American people.



as he poses for pictures and gives U. S. production figures.



U. S. Minister Alexander Kirk sets a sartorial example for perspiring, rumpled Wendell Willkie who has not even noticed that his pocket seam is torn.



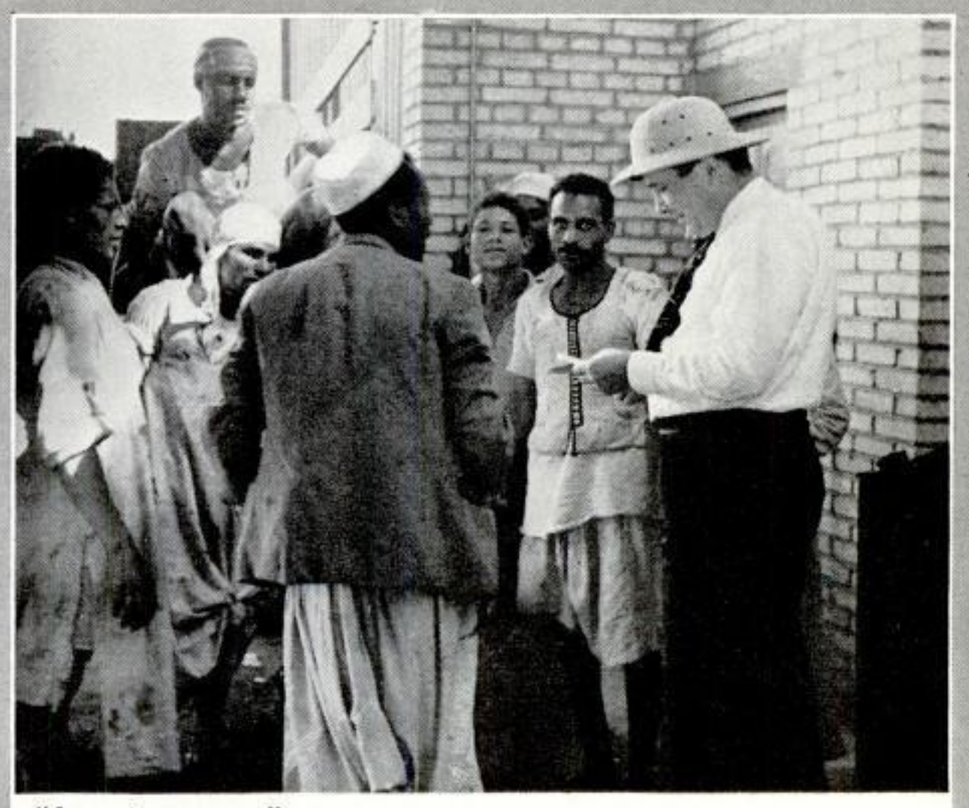
Major General Russell Maxwell, chief of the U. S. forces in Egypt, lights Willkie's cigaret. At right is mustached British Minister Richard G. Casey.



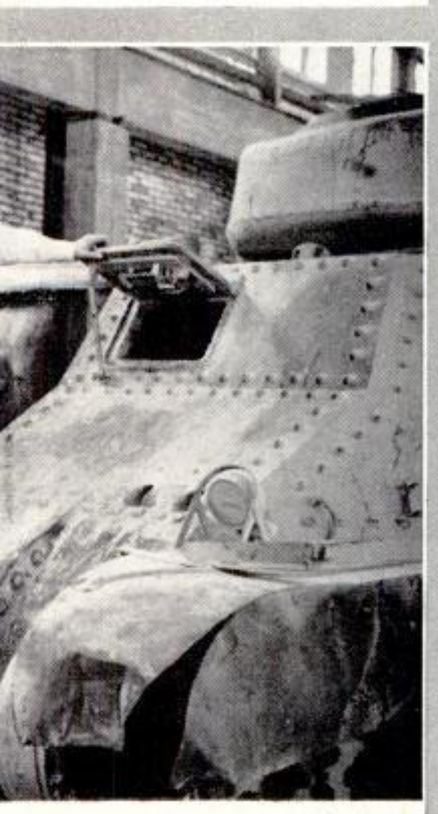
tanks and planes that have been built up during this year.



Egyptian fellaheen, singing in chorus "Yella Mud, Yella Mud," as they mix cement on a U. S. construction job, give Willkie and General Maxwell a laugh.



"A great personage" was about all Egyptian workers knew about Willkie. Naturally they didn't understand a word he said, nor he what they said.



into open port and tell Gen. Maxwell what he thinks of it.



Inside GHQ he tells reporters, "You have seen the last of the gory days of the Nazis. The victory of the United Nations is absolutely inevitable."



In the Western Desert, Willkie calls British commander, Lieut. General Montgomery (*right*), "a fighting Irishman" and "a fighting field general."

LIFE ON THE NEWSFRONTS OF THE WORLD

What Women Can Do: Think War, Buy Little, Maintain Our Ideals

Up to now the big Jap has pushed everybody around. He has always been at the right spot with the right equipment at the right time, his skin painted the right color. The poor little white men, with wrong plans for using the wrong things in the wrong places (at Singapore even the guns were pointed in the wrong direction) have scurried piteously through the jungles, swatting mosquitoes, leaping hungry crocodiles and ultimately getting shot or captured. But last week from the far Pacific came a different story. Shortly after the U. S. Marines had taken the airfield on Guadalcanal Island in the Solomons, the Japs landed a force of 750 men at the mouth of the Tenaru River. The marines closed in and there developed a nasty jungle battle, with the Japs lodged among the trees. Suddenly out of the jungle there appeared the right thing at the right time—a line of American tanks deliberately heading into the coconut grove where the Japs were concentrated. The marines let out a roar. As the correspondent described it, "The whole American side of the Tenaru front sounded like the bleachers at Ebbets Field when the Dodgers win." The tanks rushed up and down slaughtering Japs, whose rifle bullets pinged harmlessly against the heavy armor. When all was over not a Jap remained.

What Can We Do?

The American people would like to fight that kind of a war at home too—a war of getting the right things to the right places on time. But they aren't doing it. The reason is that in order to fight a war like that, as the Newsfronts has previously remarked, you have to *think war*. And a lot of people responsible for the war effort on the home front—in labor, in agriculture and chiefly in government—are not thinking war.

The problem is this: how can we get this country of 130,000,000 people to act and think like those marines on Guadalcanal Island? And when you examine that proposition you come to what is perhaps an unexpected answer. The ones on whom this responsibility chiefly falls are the women. Many women have written in to the Newsfronts recently asking what they can do to help win the war. This is our reply. If the women of America will take on this war as their own; if *they* will think war, thoroughly and relentlessly, then this country would begin to look like a real war machine. Then Congressmen would not dare to play politics with their country's safety; bureaucrats would not dare to fail; and farm and labor leaders would not dare to advance their selfish interests first. Then we would begin to get the right things to the right places at the right time.

AN EXPLANATION
of late LIFE deliveries

Due to difficulties arising from America's war effort, the last few issues of LIFE have been delayed in reaching subscribers and newsstands in some sections of the country.

We are taking every possible step to overcome these difficulties, and within a few weeks all subscribers should once more receive their copies of LIFE on time.

Women in Action

The simplest way for women—as for men—to *think war* is to get into action. Hundreds of thousands have done so. The WAACs, WAVES and WAFS have accepted without flinching the hard routines of military life. Nurses have worked coolly under fire and in lifeboats on the open sea. Thousands of devoted women are discharging with precision, and without pay, the exacting requirements of the Aircraft Warning Service. There are women working night shifts so that they can look after their children during the day. There are war workers who, because their husbands have modest incomes, pour all their own earnings into war bonds. The schedules adopted by some women on the home front are almost unbelievable. Mrs. Mildred Feinberg of Portland, Ore., for instance, has three children. Besides looking after them she helps her husband in his office. And in addition she supervises the control room of the Aircraft Warning Service four nights a week from midnight to 6 a.m. Even the enemies of Mayor Edward J. Kelly of Chicago acknowledge the tremendous accomplishment of Mrs. Kelly in building up the huge Chicago Service Center canteen, which is entirely manned by volunteers and handles 80,000 servicemen a week. On the job from 8:30 to 6:00 every weekday, and from noon to midnight through the weekends, Mrs. Kelly sees every volunteer, receives about 2,600 separate donations a week, acknowledges every one with a personal letter.

The Frugal Life

Action has glamor, but it is not necessarily the most important contribution that women can make. Besides the visible jobs there are invisible ones. And the most important of these is conservation. This is not limited to the salvaging of fats, tin cans, and the like, important though these may be. True conservation goes much further. Despite the fact that merchandisers who haven't yet learned to think war are shoving their goods at you, just remember that everything your family consumes retards the war effort. Labor has been required to make it, transport it, retail it. Your money, needed for taxes and war bonds, doesn't fight the Japs when you buy personal comforts. Every luxury you purchase gives Hitler a better chance. Every can you open taxes the war machine just a little more. Try to get the idea—true in wartime—that the resources and products of America are a common trust. This is especially true of your rubber tires, which cannot be replaced but which are essential to victory. But it's true also of anything you consume. The old American idea was abundance, and if we win that will be our idea again. But the new American idea, for winning, is frugality. How much, within the limits of good health, can you do without? That's the test.

This means economies in the kitchen. And it means extra work. You should put up your own vegetables. Around Emporia, Kan. where, of course, the housewives have facilities to grow and store their own stuff, women with fewer than 400 or 500 quarts of home-canned vegetables and fruits are small-fry. By adopting a thoroughgoing policy of frugality, by thinking war in the kitchen, you can in great measure correct the failure of bureaucrats and politicians to regulate the economy for war.

Make It Tough

Maybe you think it's unfair that you should have to correct the failure of others. And maybe it is unfair. But it's *your* war—and you've got to win it. And that leads to the third job—the toughest job.

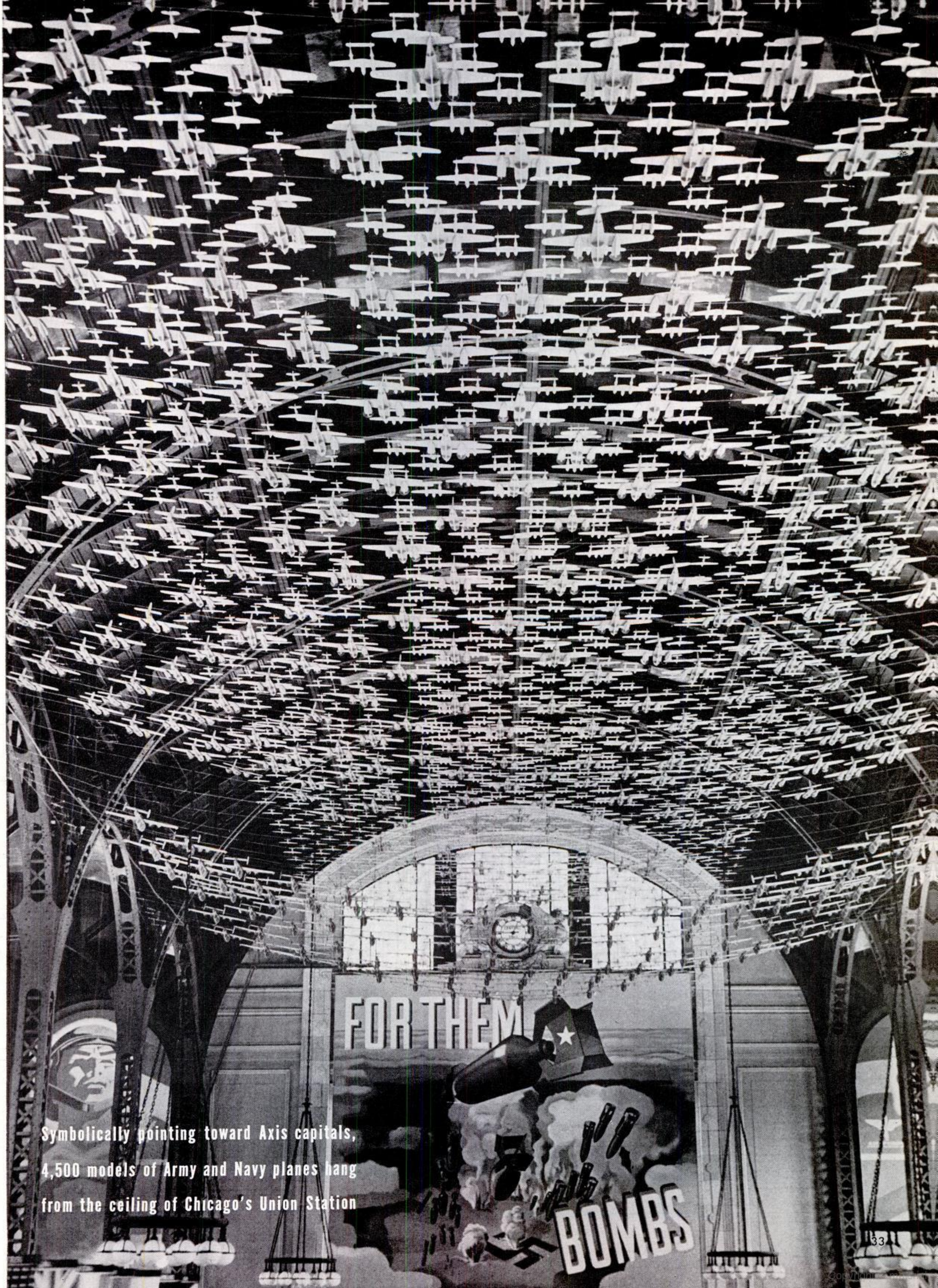
If men are the measure of a nation's strength in the field, then women are the measure of its determination at home. You've got a big *moral* job to do. First of all you've got to help your husband gear himself to war; he won't be happy unless he feels that he's effective. If you have a boy at the front let him know that *you* are in the fight, too; tell him all the things you're doing to help him win. And if you have younger children then you have an even bigger job. You must teach them how to avoid the mistakes that your own generation has made. For it is true that the older generations that now have children, or even grandchildren, failed to face the evil forces against which free men and women must always be on guard. We were not on guard. And so this terrible cataclysm has overtaken us, the end of which we cannot yet see. Your children must know indelibly what the responsibilities of freedom are. One of your war jobs is to go to the town library and get out some of the old books—about Jefferson, Washington, Lincoln—simple histories of our struggles and our institutions. It's up to the women to know the values of America, and to pass them along.

For it is profoundly true that the responsibilities that men acknowledge are always in the custody of their womenfolk. Men may create ideals, but women must maintain them. The standard that the women set for America today will determine the stature of our victory. Set that standard high, women of America, make it tough, so that we may win something of which we can be proud.

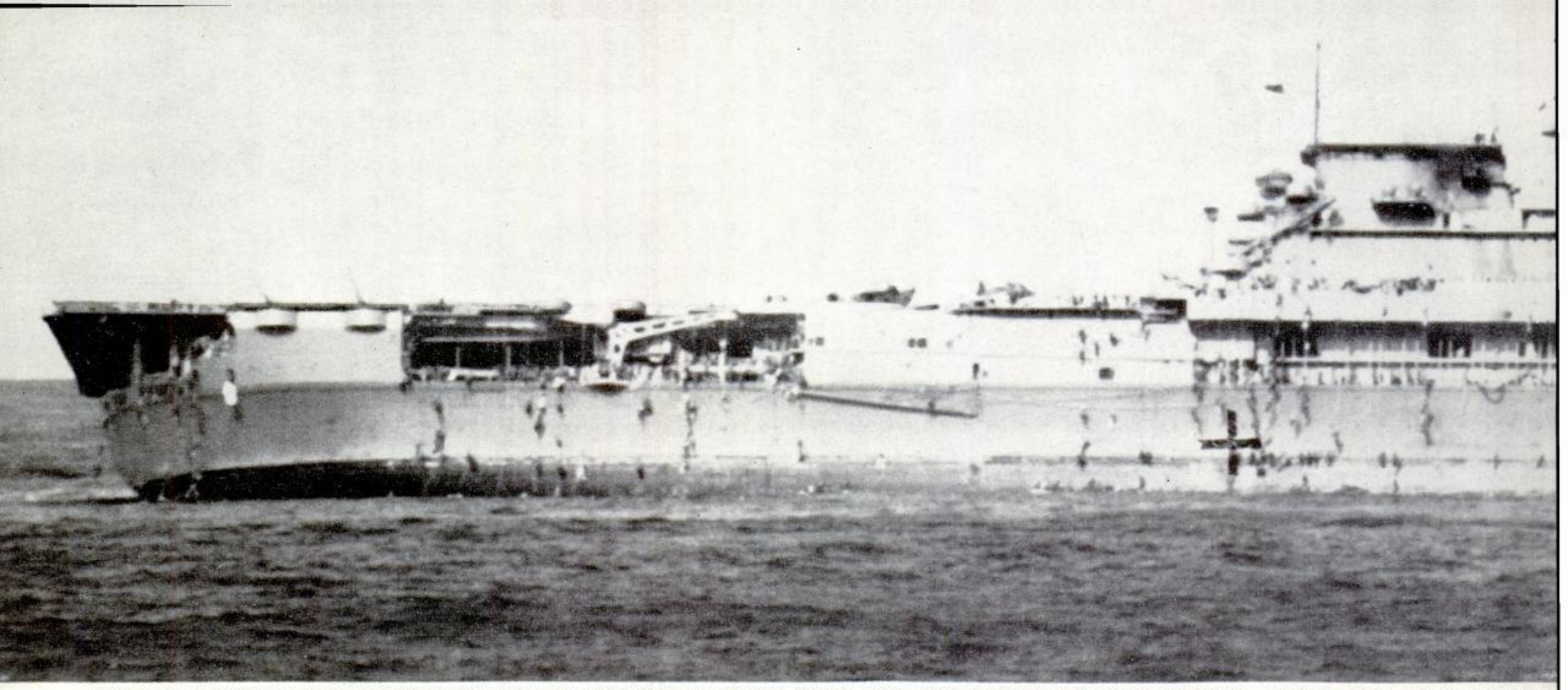
PICTURE OF THE WEEK

To smash the Axis, President Roosevelt last winter demanded 185,000 planes. LIFE's effort to show what such a huge air fleet would look like (LIFE, Jan. 19) inspired the model armada pictured on the opposite page. This stirring exhibit of 4,500 model U. S. planes now hangs in Chicago's huge Union Station. The plywood planes, suspended 60 ft. above the floor by thin wires, range in size from 1-ft. wingspreads for fighters to 4-ft. for bombers.

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Symbolically pointing toward Axis capitals, 4,500 models of Army and Navy planes hang from the ceiling of Chicago's Union Station



AT ORDER "ABANDON SHIP" "YORKTOWN'S" CREW DROP LIKE BEES FROM A HIVE INTO WATER. DESTROYER IS TAKING OFF WOUNDED MEN TIED IN CARGO NETS. A SHIP OF 19,900

U.S.S. "YORKTOWN" IS SUNK AT SEA

The Navy announced last week that "the fightingest ship in the world" was no more. The U. S. S. *Yorktown*, participant in all but one of the Pacific's great air-sea battles, had sunk to the bottom of the ocean. Like the *Lexington* before her, she rests in a hero's grave.

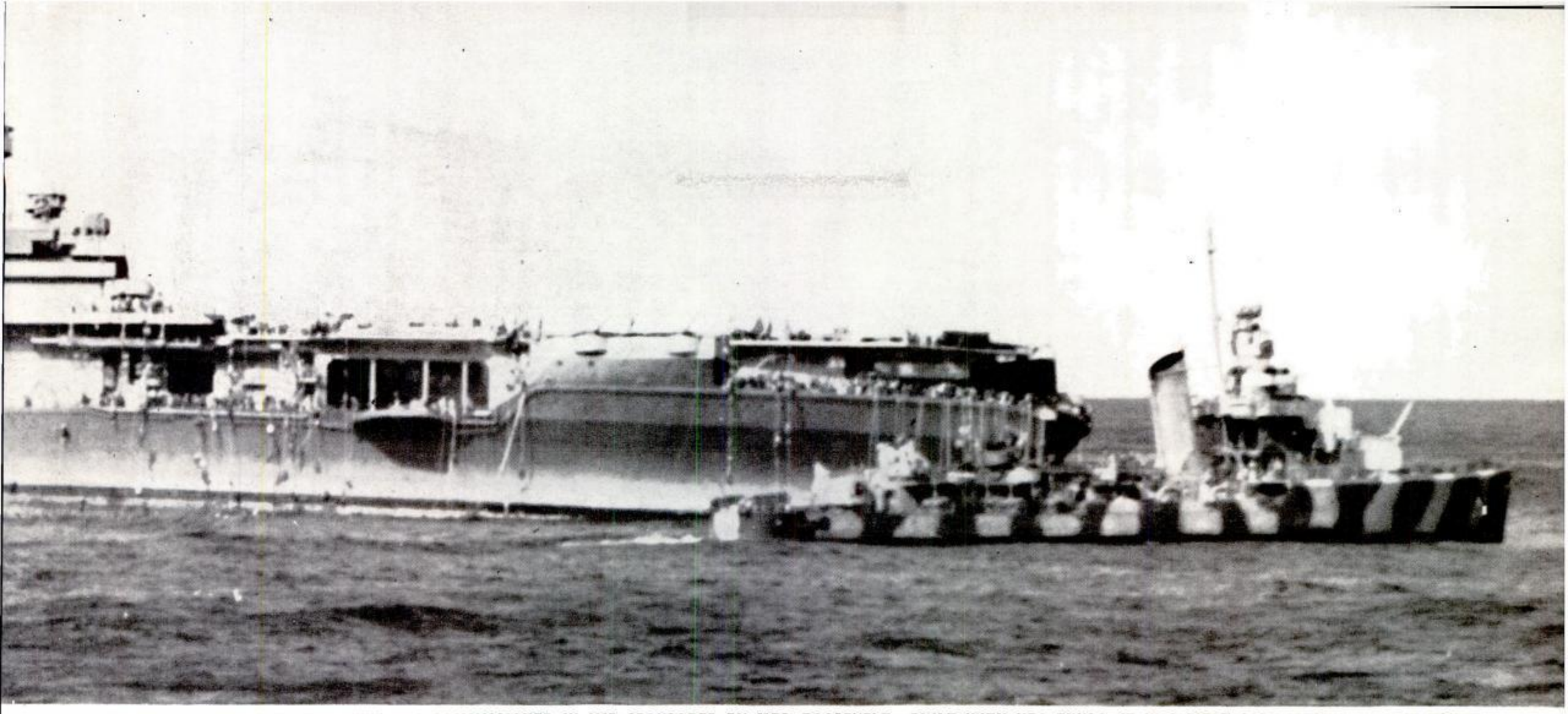
At dawn on June 4 near Midway the mighty "Y" was steaming to the attack. Dive bombers, torpedo bombers and square-tipped fighters roared off her decks, returned later with news of Jap ships destroyed. At 2 in the afternoon the Japs struck back. Some 36 bombers from the carrier *Hiryu* swarmed over the *Yorktown*, dodging fighter planes and anti-aircraft fire, scoring three direct hits. A few hours later Jap torpedo planes skimmed in, a few feet off the water, opened great holes in the ship's hull. Huge fires burned internally and she threatened to capsize.

By evening her crew had abandoned her and she lay a ghostly hulk on the horizon. Two days later, when a skeleton crew had been placed aboard to make her ready for towing, she got her fatal blow. A Japanese submarine planted two more torpedoes in her heart. Like a whirling water witch she plunged to her death.

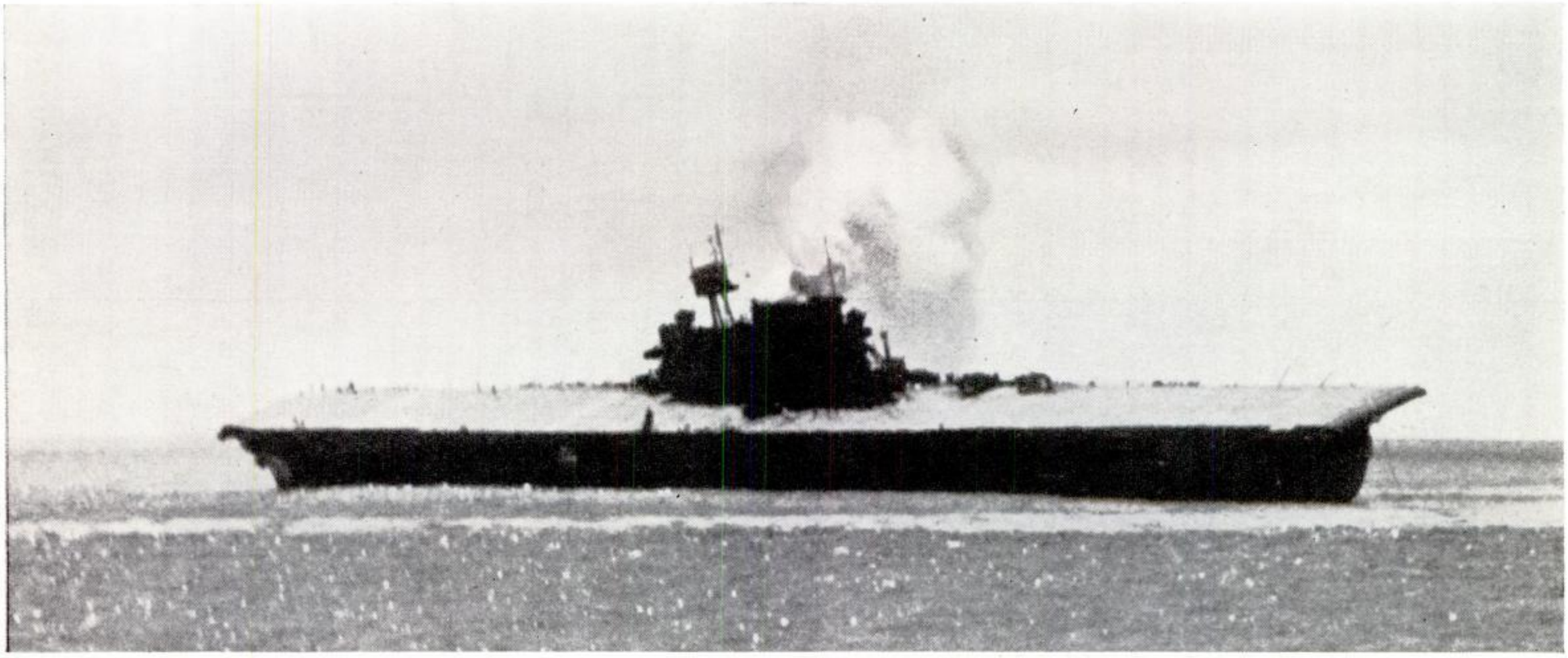


ON TILTING FLIGHT DECK, FIRE FIGHTERS AND LIFE-JACKETED PLANE HANDLERS TRY TO GET CONTROL OF FIRES. CAPTAIN STILL GIVES ORDERS FROM ISLAND STRUCTURE (LEFT)

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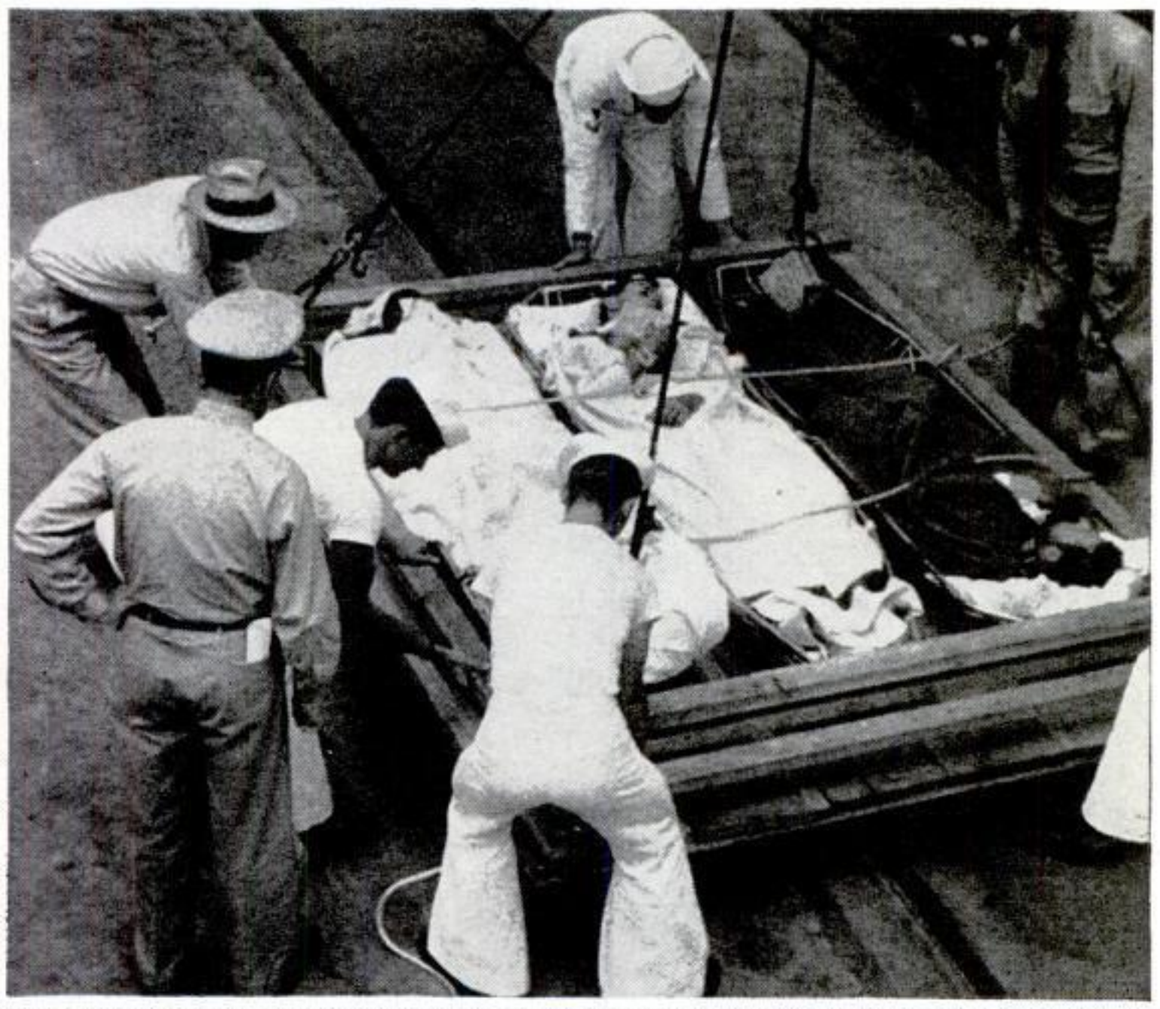
TONS AND COSTING $20,000,000, "YORKTOWN" WAS COMMISSIONED IN 1937, SPONSORED BY MRS. ROOSEVELT. BUILT WITH NRA FUNDS, IT WAS FIRST CAPITAL SHIP OF NEW NAVY



HEELING HARD TO PORT, THE "YORKTOWN" TRIES MIGHTILY TO RIGHT HERSELF. DURING PERIOD BETWEEN ATTACKS, HER PLANES HAD TIME TO FLY TO OTHER AMERICAN CARRIERS



WOUNDED SURVIVORS FROM THE "YORKTOWN" ARRIVE IN HONOLULU ABOARD RESCUE SHIP



IN LARGE RAFT-LIKE STRETCHERS, THE SAILORS ARE CARRIED TO WAITING AMBULANCES

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THE ALEUTIANS

Bel Geddes' model shows Jap bases on the craggy doorstep of North America

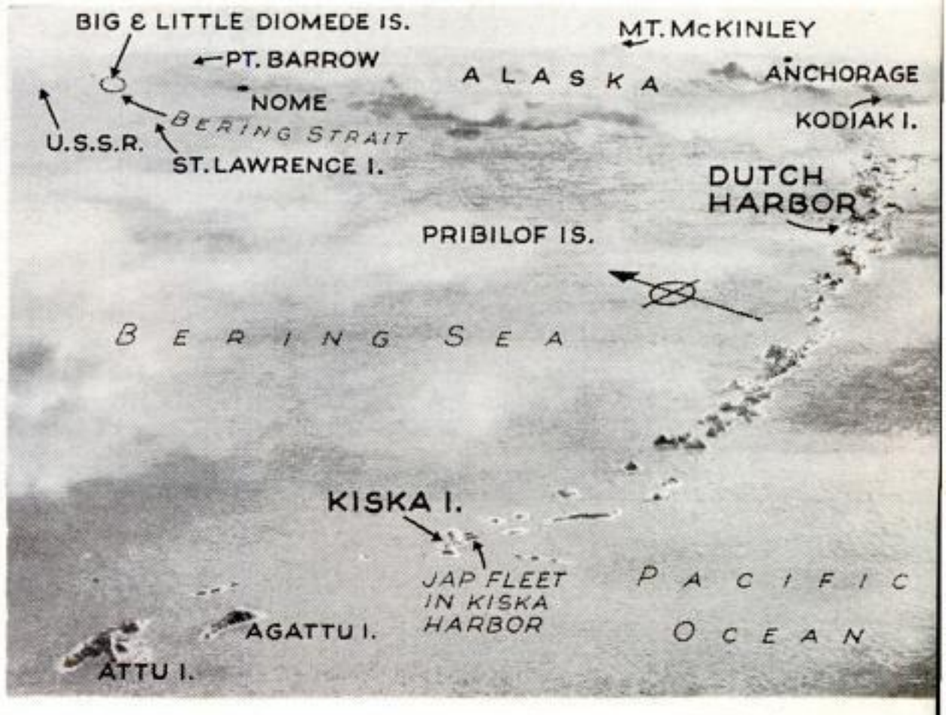
Here is the best view man has ever had of the Aleutian Islands, the 950-mile chain of surf-worn volcanic rocks that stretch westward from the continent of North America toward Asia. They are shown on an exact scale model, made by Norman Bel Geddes, in the position they occupy in the mind's eye of the calculating Japanese Supreme War Council. Seen from this geographical viewpoint, their importance cannot be underestimated by any American. For far to the east they multiply and broaden until they meet an out-thrust peninsula, the continental mainland, beyond which lies the fabulous land of Alaska, Canada and the rest of the American world.

The Japanese have taken foresight and the weather into their calculations. For years they have operated seal and fishing boats through the foggy reaches of the Aleutians, taking soundings and plotting the weather and currents. More than three months ago, taking advantage of their knowledge, they moved into the westernmost islands of Attu, Agattu and Kiska. At the left, three of their warships can be seen filing impudently toward the entrance of the spacious and sheltering harbor of Kiska.

Once established, the Japanese have proved hard to dislodge. For though the islands are clearly seen in this model, they are overhung by perpetual cloud banks. In spite of that hazard, American planes from Dutch Harbor, 700 miles to the east, have bombed shore installations on Kiska and sunk ships in its harbor. American naval craft have bombarded Jap bases and submarines have sunk supply ships on their way to garrison them. But the bases hold firm and the Japs are still there.

As long as they are there, North America is in peril. For, using their maritime knowledge and the protective screen of weather, the Japs can move farther along the continental doorstep until they are powerful enough to try to break down the door. It is the avowed purpose of the Army and Navy to stop the Japs before they get that powerful. To do it, a full-scale land invasion will probably be necessary. Until then, men like those on the following pages are striking at the Japs with everything they have at every opportunity the treacherous weather will permit.

JAP BASES IN ALEUTIANS ARE AT WESTERN END OF CHAIN



CONTINUED ON NEXT PAGE



ALASKAN FLYING FIELDS ARE SUPPLIED BY TRANSPORT PLANES LIKE THIS CONVERTED DC-3 UNLOADING GOODS ON RUNWAY



GROUND TROOPS MARCH DOWN ROAD NEAR NORTHERN

U. S. FIGHTING MEN IN ALASKA

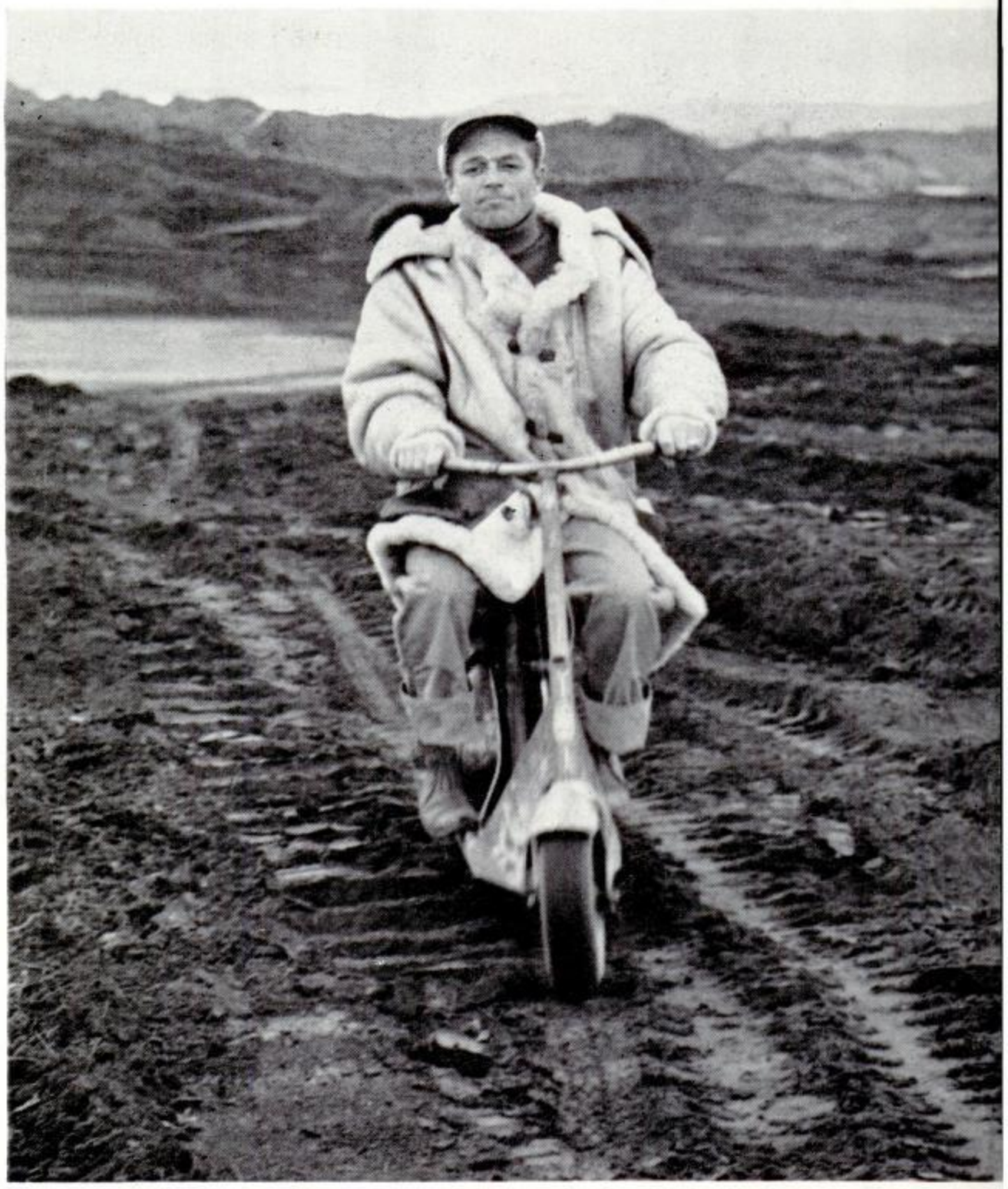
Since the war's start, the Army has been extremely secretive about the defenses of Alaska. The country has had to be content with hints and half-news that sometimes was more disturbing than comforting. But last week the Army, for the first time since Dutch Harbor was attacked, released pictures of ground troops and airmen on that northern front and revealed that Kiska had been heavily raided two times in one week.

Most significant fact revealed about the raids was that they were carried out by powerful, four-motored B-24's, escorted by P-38's and P-39's. This was the first really good news to come from Alaska. For it indicated that the Army now had the airfields and the type of planes needed to pound Jap bases with ever-quickening intensity until they were softened up for a land attack. And it meant that our fighters, equipped with auxiliary gas tanks, could now make the round trip with bombers and protect them from Jap Zeros.

American bombers and fighters on the two latest raids left a litter of sunken minesweepers, damaged submarines and supply ships and dead troops behind them. They bombed barracks, strafed troops, shot



Tribute is paid to Lieutenant R. Dale (*center*) who has just shot down a Japanese dive bomber. All of these fliers have met and beaten Japanese fliers in the Alaskan skies.



Motor scooter is used for transportation around the field by Captain D. M. Van Ornum. He is riding over the thick black earth from which the fighter and bomber fields had to be laboriously carved.



CAMP WITH SNOW-COVERED RANGE IN BACKGROUND



FIGHTER PLANE AT ADVANCED AIRFIELD BEARS THE TIGER EMBLEM OF MAJOR CHENNAULT'S FLYING TIGER SQUADRON

down four Zeros and a seaplane and returned to their base unscathed. The Army hinted they would be back again.

The kind of men who are doing this aerial fighting in the far north are shown below. They are members of a pursuit group commanded by Major John Chennault, son of General Chennault of China fame. Like his father, the major has christened his group the "Flying Tigers," though decorating their planes with emblems of snarling Bengal tigers instead of tiger sharks. The airmen have the faces of seasoned fighters. They have made themselves at home in Alaska, living in tents and Quonset huts, roughhousing with each other between fights, learning the tricks of flying through fog and landing on small, hidden airfields. And they are seeing action.

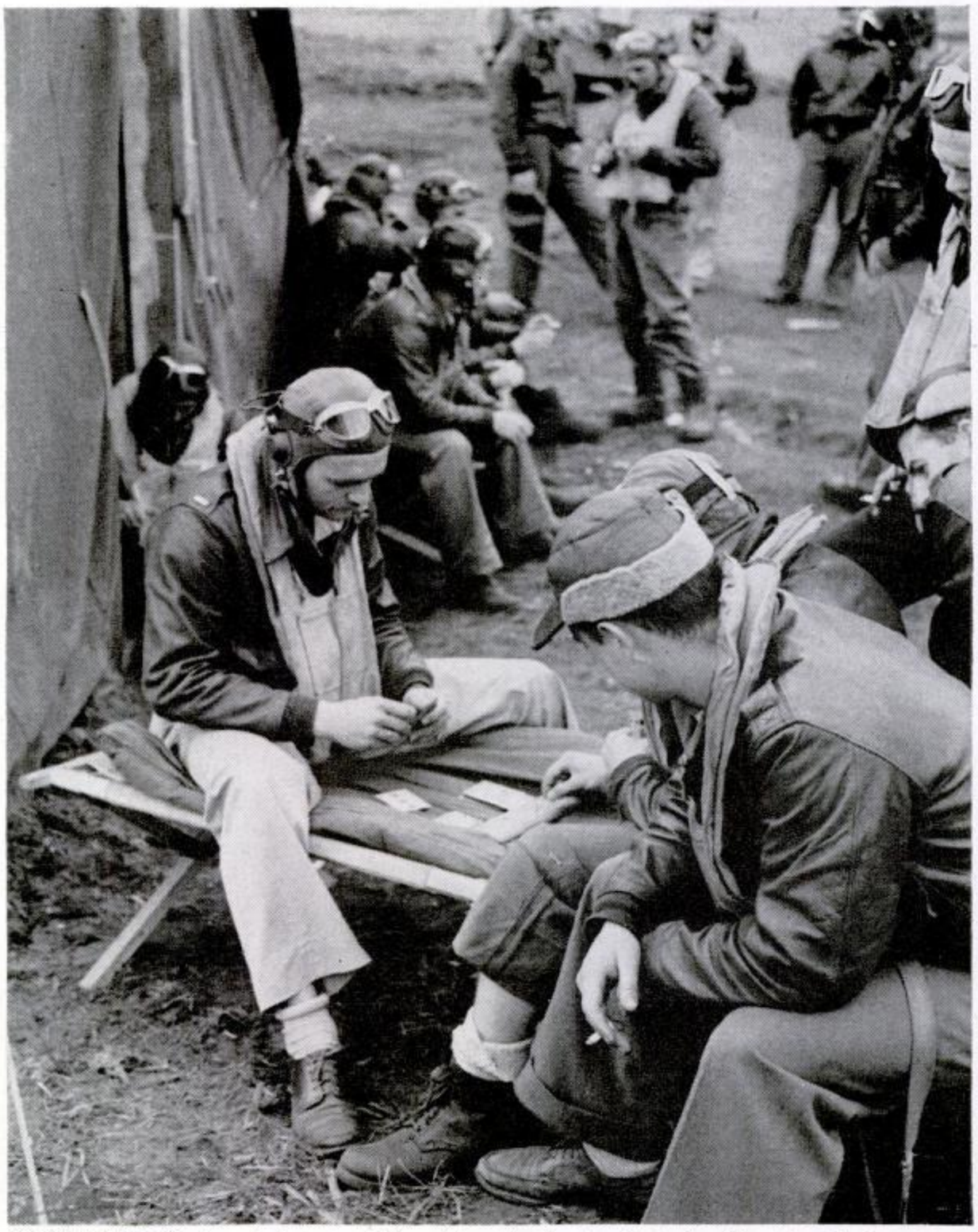
The Army gave the country a brief pictorial glimpse of some more Alaskan fighting men who might soon be expected to see action. These were foot troops, shown slogging through the mud and mist (*above*). How many there are and where they are located is a military secret, but all America hoped that there were enough soon to bring the war directly to the Japs in the outermost Aleutians.



AIR FORCE CHIEFS ARE GEN. BUTLER, COL. EARECKSON



Captain Morgan A. Griffin, complete with goggles and beard, is typical of the pilots fighting in Alaska. They have the double job of attacking Japs and defending their own bases.



Pilots play cards before their tents while waiting for the signal to take off against the Japanese. They are fully equipped and ready to clamber into their planes as soon as they get the command.

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SLIM, BLUE-EYED MRS. NANCY HARKNESS LOVE OF BOSTON, WHO WILL HEAD NEW WOMEN'S AUXILIARY FERRYING SQUADRON, IS 28. SHE HAS HAD 12 YEARS' FLYING EXPERIENCE

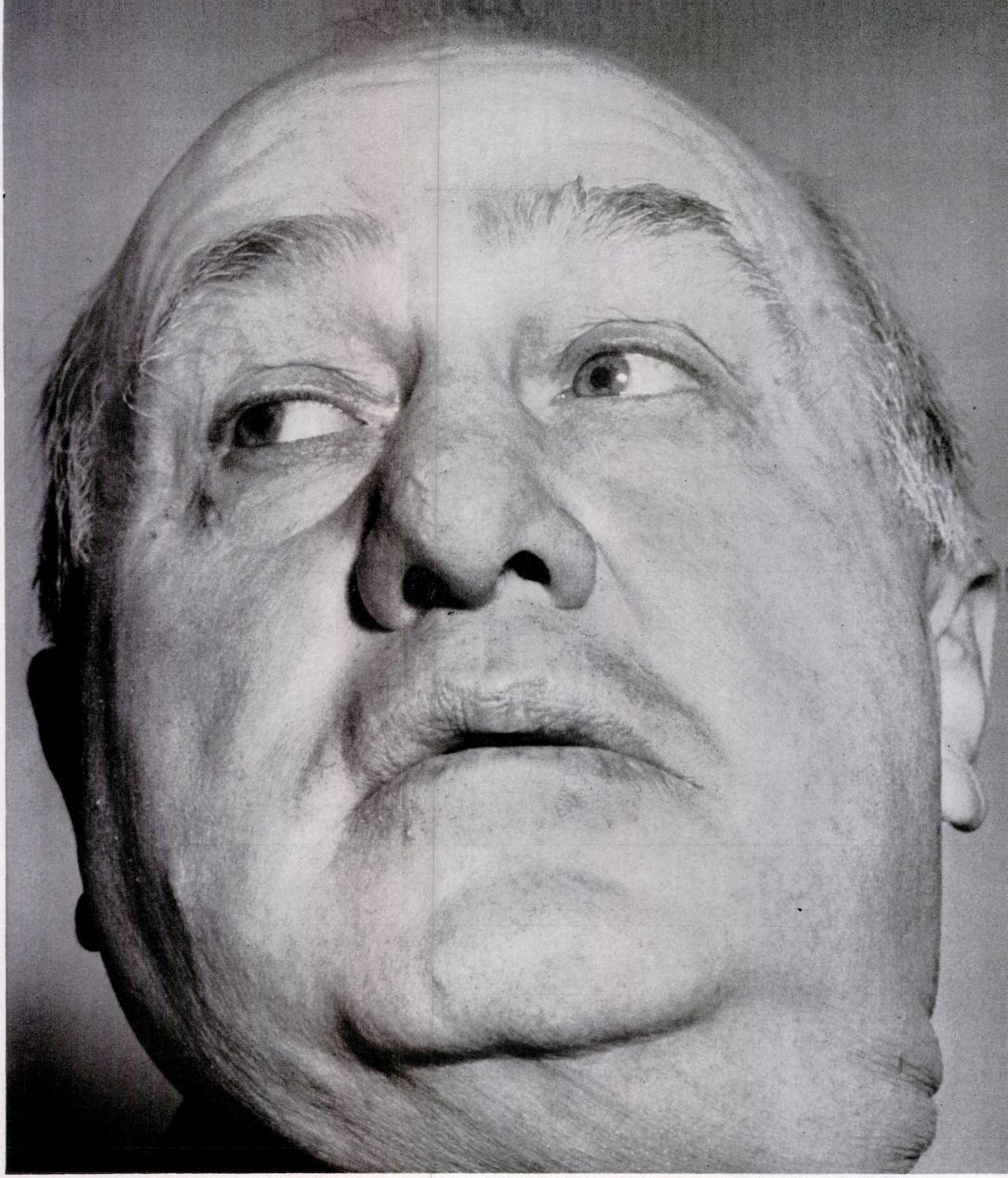
WAFS WOMAN

Nancy Love commands female fliers

Not to be outdone by the Army with Mrs. Oveta Culp Hobby's WAACs or the Navy with Miss Mildred McAfee's WAVES, the Army Air Forces last week came up with a new organization called the WAFS and a very pretty boss woman, Mrs. Nancy Harkness Love. The commander of the WAFS (Women's Auxiliary Ferrying Squadron) is a 28-year-old Vassar graduate, wife of Lieutenant Colonel Robert M. Love, Deputy Chief of Staff of the Air Transport Command.

Mrs. Love learned to fly 12 years ago, received a commercial license in 1933. To her credit are more than 1,200 hours of flying time, a 600-h.p. rating, an instrument rating and a seaplane rating. Her WAFS will fly new planes from factories to Army fields, relieving regular male pilots. The WAFS are to have civil-service status, a barracks at Wilmington, Del., and uniforms.

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BALD, STOCKY WILLIAM M. JEFFERS OF OMAHA, NAMED AS RUBBER CZAR BY DONALD NELSON, IS 66. HE WORKED UP FROM OFFICE BOY TO PRESIDENT OF UNION PACIFIC R. R.

RUBBER MAN

Jeffers inherits big U.S. headache

In Washington last week the solution of the rubber problem bounced back from the Baruch Committee to Donald Nelson, and then dropped into the pudgy but capable hands of William M. Jeffers, president of the Union Pacific Railroad. By appointing him as rubber administrator, Nelson handed Jeffers one of the toughest jobs in the entire war program: the task of carrying out the recommendations of the Baruch Committee for nationwide gasoline rationing, tire conservation and expansion of all synthetic rubber production.

The 66-year-old railroad executive from Omaha is not afraid of tough jobs or hard work. Starting in Union Pacific at the bottom as an office boy in 1890, he worked successively as a telegrapher, clerk, train dispatcher, chief dispatcher, trainmaster, superintendent, general manager, vice president and president.

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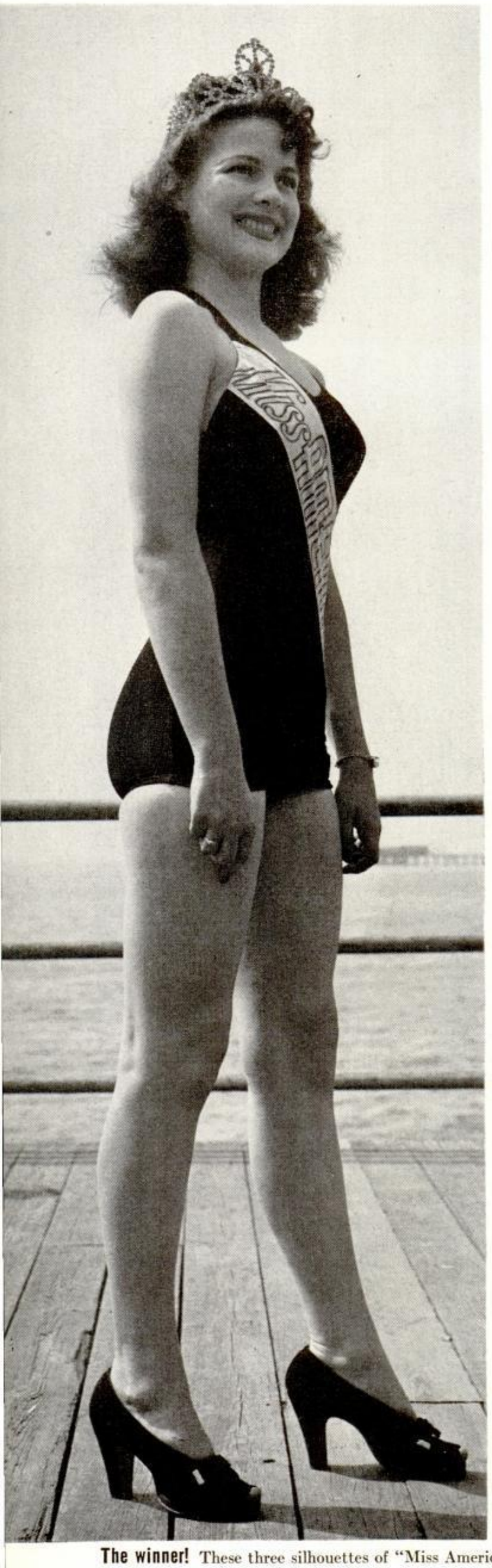
MISS AMERICA

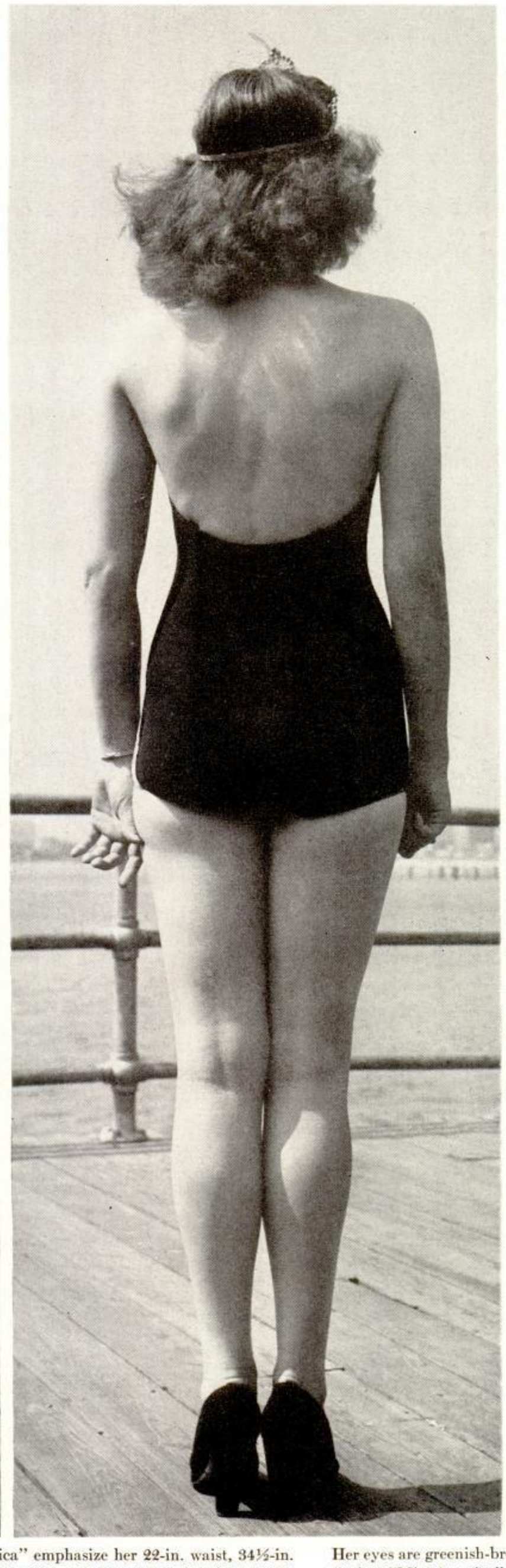
She can ride and she can read and she won't marry for the duration

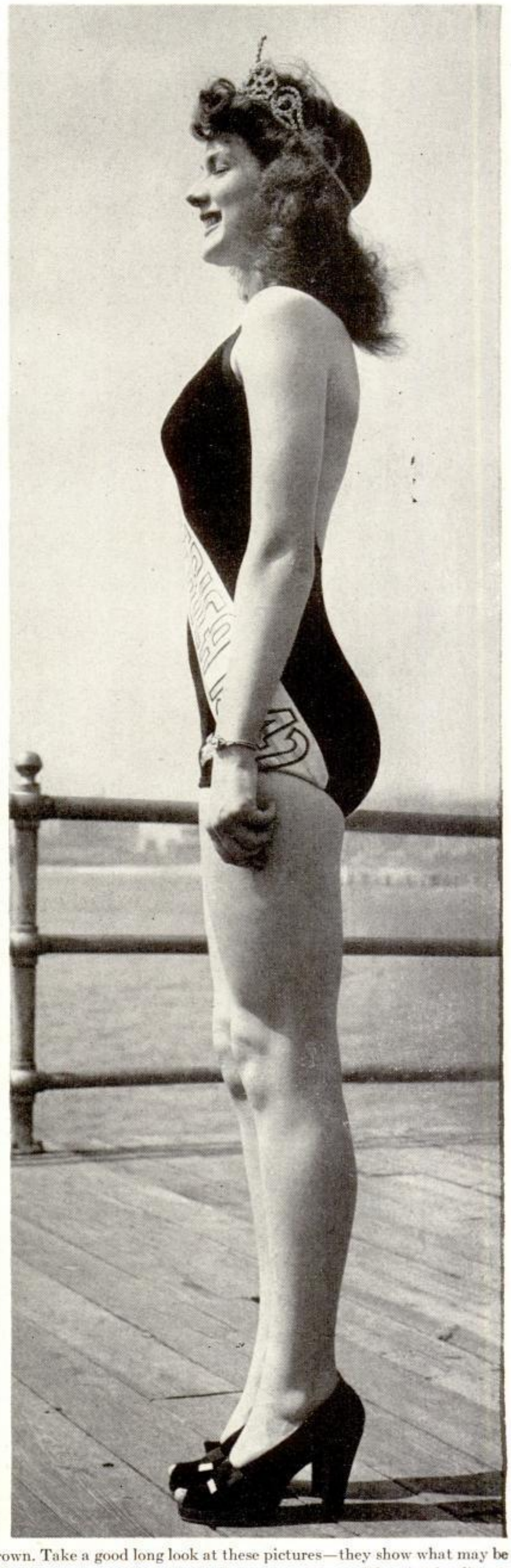
Last fortnight before 3,500 pairs of ogling eyes Jo-Carroll Dennison, a terrific torso from Tyler, Texas, took title to "Miss America–1942" in a skin-tight contest with blonde Bette Brunk, a chesty charmer from Chicago. Right from the word "show," the Atlantic City audience, including hundreds of Army, Navy and Coast Guard men, favored "Miss Texas" to win what should be the last gasp of municipal exhibitionism in wartime America. The sailors and soldiers sat in the balcony, but they saw enough of the winner to make their eyes pop.

This year's winner claims she is just an average Texas girl. She can ride a horse, rope a steer, read a book, broil a steak and take dictation. At Atlantic City she sang *Deep in the Heart of Texas*. Her triumph, popular with the armed forces, was a body blow to the other 29 beauties. "Miss Chicago" bawled right on the stage.

The war managed to rear its ugly head only when Miss America, after declaring she wore no girdle ("My small waist I guess I was born with to a certain extent"), told reporters that she would not marry for the duration.







The winner! These three silhouettes of "Miss America" emphasize her 22-in. waist, 34½-in. hips, 18½-in. thighs and 34-in. bust. She is a mature 18 years, 5 ft. 5 in. tall and weighs 118 lb. Her eyes are greenish-brown. Take a good long look at these pictures—they show what may be the last "Miss America" for the duration. After all, the British have stopped dressing for dinner.

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Back to School!

IT'S TIME FOR HOT-SOUP LUNCHES

Hot soup for lunch means better students today . . . better citizens for tomorrow

Hot soup helps to provide the sound nourishment children need for robust bodies and keen alert minds. Hot soup is an easily digested lunch dish, too—a splendid source of the quick energy that busy school afternoons demand. And hot-soup lunches are helping today's school children build good health for the years ahead.

Mother's days are filled with new responsibilities, and now more than ever she appreciates the kitchen time saved by serving Campbell's Soup. So, as school bells ring out again this year, on lunch tables all over America, there'll be big bowls of nourishing, sustaining soup — Campbell's Soup. Is your soup-shelf ready?



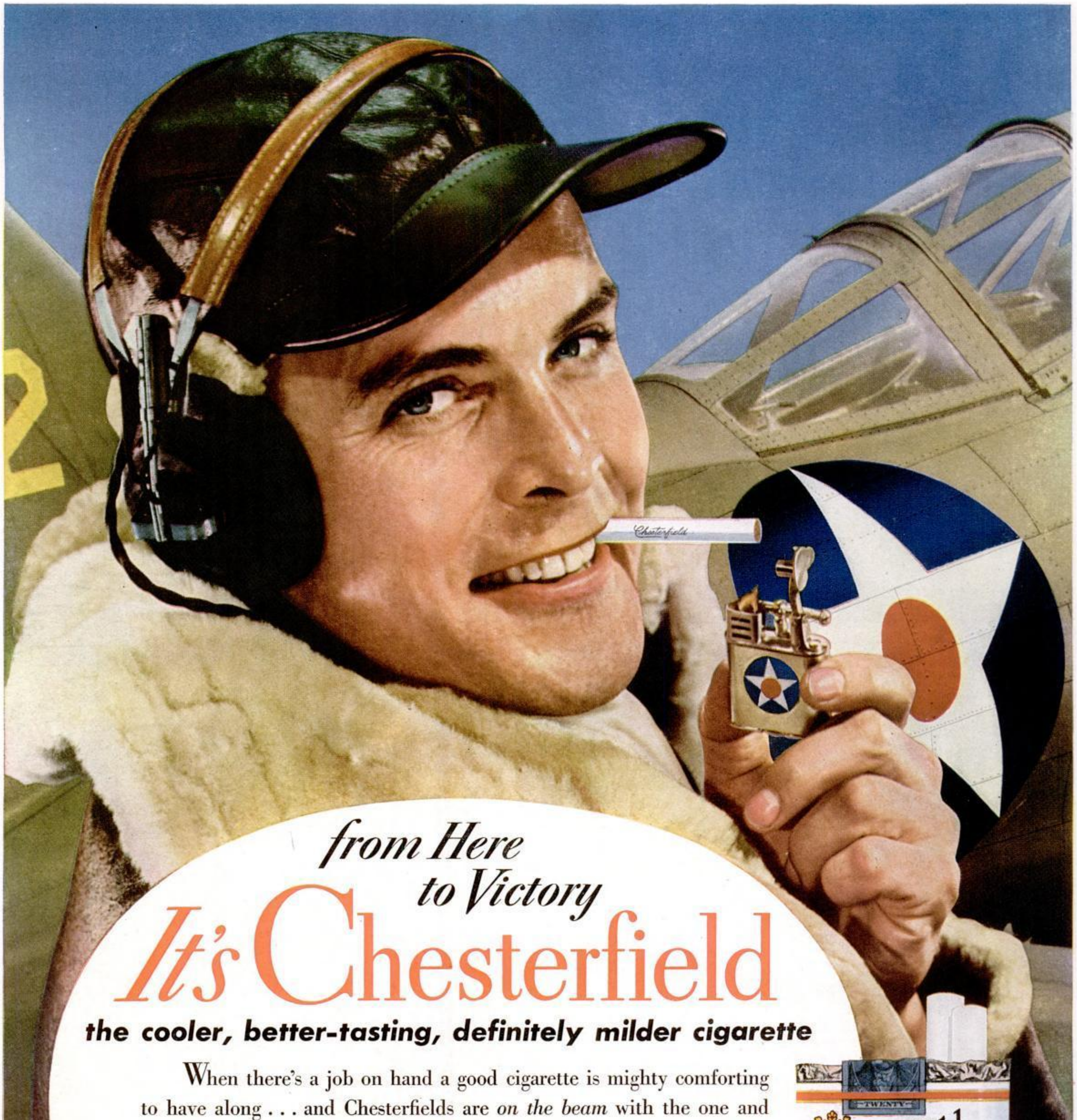
LOOK FOR THE RED-AND-WHITE LABEL

15 vegetables in a nourishing beef stock

MOTHER KNOWS that Campbell's Vegetable Soup is prepared as carefully and cooked as watchfully as her own homemade kind would be. The beef stock is deep-simmered to give full body and rich flavor to the stock. Fifteen (15!) different and delicious vegetables are mingled in . . . tender peas, sweet golden corn, baby lima beans, red-ripe tomatoes and others. And it's such a wholesome and hearty soup, Mother says it's "almost a meal in itself". She calls on it frequently for schoolday lunches.

Campbell's
VEGETABLE SOUP

Copyrighted material



from Here to Victory

It's Chesterfield

the cooler, better-tasting, definitely milder cigarette

When there's a job on hand a good cigarette is mighty comforting to have along . . . and Chesterfields are *on the beam* with the one and only Right Combination of the world's best cigarette tobaccos. It's the combination that smokers quickly find to their liking and count on to give them everything it takes to Satisfy.

Make your next pack Chesterfield . . . enjoy more smoking pleasure with the full knowledge that regardless of price there is no better cigarette made today. They Satisfy



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HEAVY BOMBERS

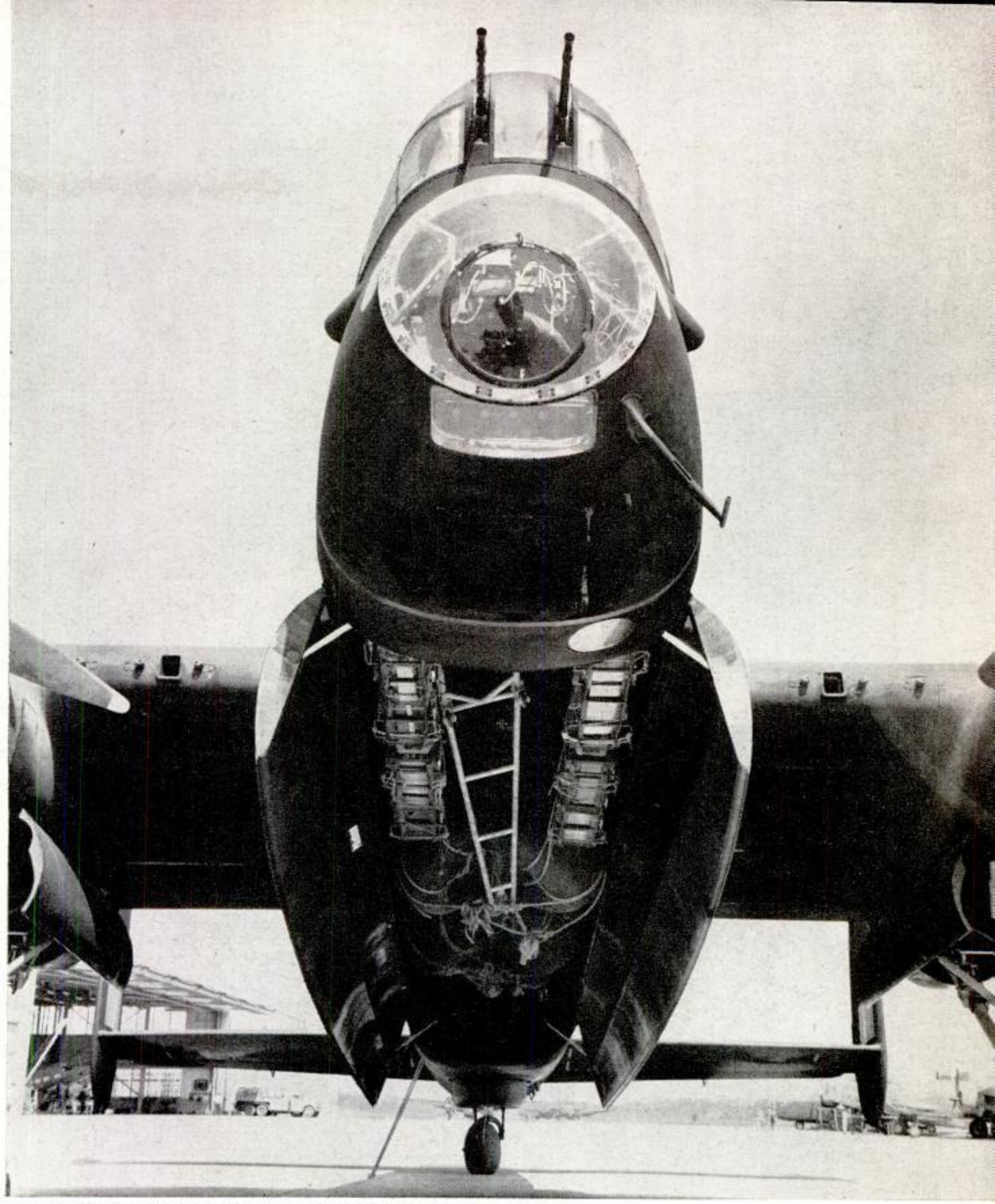
British unveil the Lancaster, latest bid for dominance in big plane controversy

Last month a single Lancaster, newest of the British heavy bombers, landed at a Canadian airport. It was the first time people outside England had a good hard look at the R. A. F.'s latest weapon, one of the powerful series of giant bombers that have been lambasting Europe in larger and larger numbers.

Heavy bombers have always been considered an American monopoly. Pioneered by the Army Air Corps in the early 1930's, our long-range four-engine planes were considered the best in the world. Fortresses and Liberators hold a major place in our building program and a number of them have been bought by the British. But, early in 1941, we found there was competition. New names were heard in England—Stirling first, then Halifax. Flying mostly at night, these British heavy bombers were raiding the continent with tremendous force, carrying as much as nine tons of bombs in each plane.

The U. S. Air Force was amazed. Our planes had never carried loads like that. Then other stories came out of England—our few early Fortresses, antique in defensive armament, were being knocked down regularly by enemy fighters. Our Liberators, also early models, were flying the Atlantic back and forth, but doing no bombing. There were hurt feelings and harsh words and another controversy about U. S. planes was under way.

When the U. S. Army Air Forces began bombing Europe from English bases this summer, modern Fortresses crossed the Channel week after week to Holland and France and people saw that they had been comparing two kinds of planes built for different jobs. For British heavy bombers fly by night, coming in low and dropping their loads over large areas. They usually sacrifice range for a great weight of bombs. U. S. bombers can fly by day, at high altitudes, bombing with pin-point precision. They sacrifice load for extreme range. If Europe is to be bombed around the clock and bombed inland as well as along the coast, both types are equally needed. On this and the following pages are shown the heavy bombers of Britain and the U. S.



LANCASTER HAS MAIN BOMB BAY IN FUSELAGE, OTHERS IN WINGS. NOTE RAFTS FOR OCEAN TRIP

Avro Lancaster (*foreground*) is serviced on a Canadian airfield after its Atlantic crossing. Already in production in England, it will be built in Canada as well. A day or night bomber, the Lancaster's bomb load is 16,000 lb. Plane in background is the Consolidated Liberator, one of the two U. S. heavies, which is now in combat in the Libyan desert.

CONTINUED ON NEXT PAGE

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30 seconds to Sleepytown

She's off on a streamliner to dreamland in her cozy HANES Merrichild Sleeper.

These popular garments are knit from extra-quality cotton and keep children warm and comfortable—even where house temperatures are lower.

They also protect each child from neck to toe against exposure from kicked-off covers. Smooth, flat-locked seams won't irritate and awaken youngsters. Double-soled for scuffing feet.

You get wonderful values, too. HANES, the makers of the nationally popular HANES Underwear for men and boys, can also knit these garments for moderate prices.

The happy youngsters below illustrate the wide variety of Merrichild styles. Available in pink and blue—in lovely pastel tints. Made with buttons or snap fasteners. Shop at your leading store —*for your children's sleep!* P. H. Hanes Knitting Company, Winston-Salem, North Carolina.



A *One-piece suit. Elastic seat for self-training.*

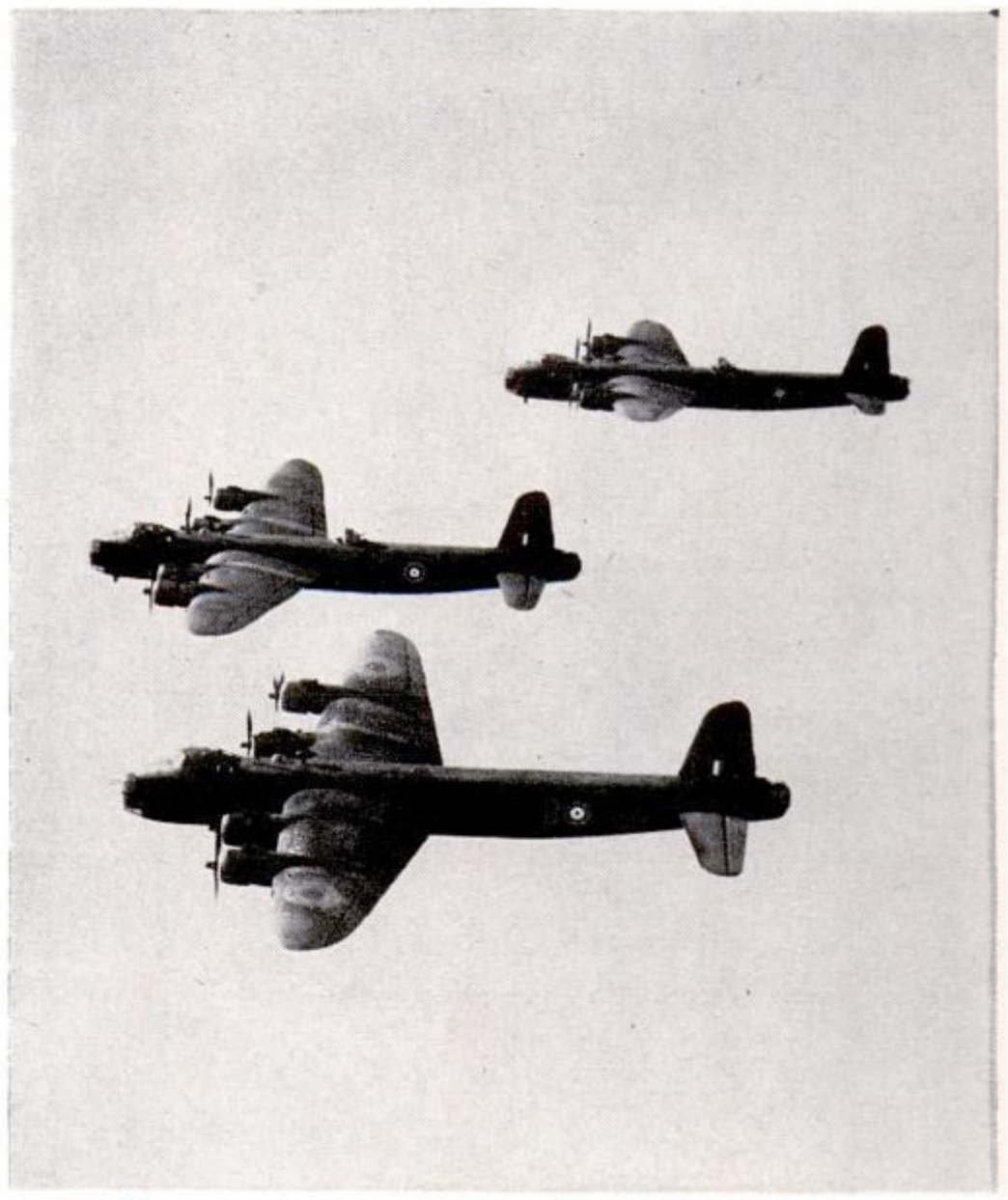
B *Two-piece suit.*

C *One-piece button-back suit.*

D *One-piece button-front suit.*

HANES Merrichild SLEEPERS

FASHIONED BY THE MAKERS OF FAMOUS HANES UNDERWEAR FOR MEN AND BOYS



Short Stirlings carry the heaviest bomb load of any British plane, 18,000 lb. A night bomber, it has eight machine guns in its nose, tail and top turrets for defensive fire.

BRITISH NIGHT BOMBERS CARRY LARGE LOAD

Although the early British heavy bombers were designed before the war began, they were not produced in sufficient quantity to see combat before 1941. First to bomb enemy territory was the Short Stirling (*above*) which went into action in the last week of February 1941. Early in March, the first squadrons of Handley Page Halifaxes (*below*) went out over Kiel and Le Havre. Since then, these heavy bombers have seen constant service, mostly in mass night raids on industrial areas where the two-ton "blockbuster" bombs which they can carry in quantity have a devastating effect.

Not exceptionally fast, the Stirling and the Halifax cruise at about 200 m.p.h., depend on their substantial defensive armament and the cover of darkness for protection. They do their bombing at medium to low altitudes, below 20,000 ft. Their normal range is considerably less than 2,000 miles.



Handley Page Halifax is lighter than the Stirling, has less horsepower and carries 13,000 lb. of bombs. With more range and the same armament, it also flies at night.

CONTINUED ON PAGE 48

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1. A bear has a pretty nice life. He never works, or pays taxes, or worries about the war, or wishes he dared drink a second cup of coffee.



2. In the summer time, he wanders around, eating whatever it is he likes to eat, and when he wants to sleep, he sleeps...a long time.



3. If you are kept awake by the caffein in coffee, maybe you will agree that this is the best part about being a bear, just being able to go to sleep when you want to.



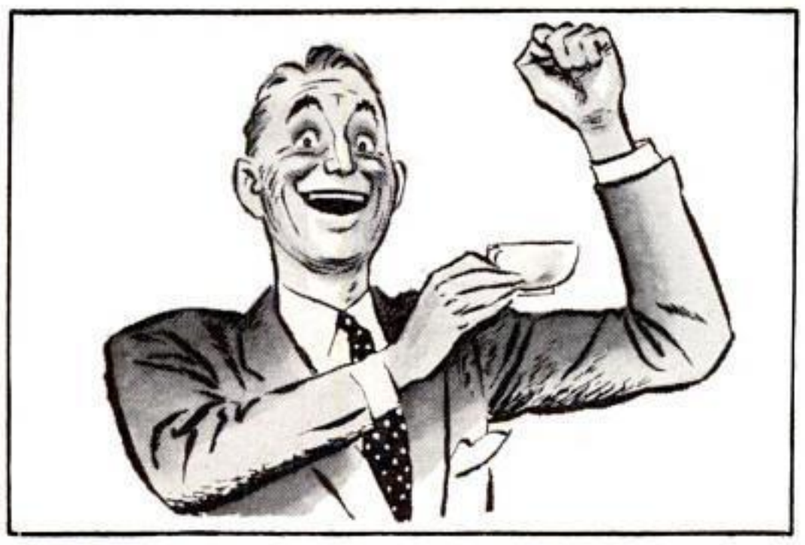
4. For you do work, and pay taxes, and worry about the war, and you need to relax and sleep soundly. But do you...or do you belt your system with coffee containing caffein?



5. Of course, you love coffee, as who does not? But you know you should not drink it, for the caffein in it does funny things to you. But you love coffee so much that you can't resist it.



6. So you toss and turn far past the witching hour. Should you give up coffee? Perish the thought! You should switch to Sanka Coffee, the real coffee that is 97% caffein-free, and can't keep you awake!



7. Sanka Coffee has had 97% of its sleep-destroying caffein removed, without removing any of the delicious flavor or aroma. And what flavor...what aroma! Sanka Coffee is a blend of fine coffees; it is all coffee...nothing but coffee!



8. Why wait any longer to start enjoying this delicious, soul-satisfying coffee? You can drink it and still sleep like a bear. Get Sanka Coffee...today! For Sanka at its best, follow directions carefully.

SANKA COFFEE

"DRIP" OR "REGULAR" GRIND —vacuum packed in glass or tin



Sleep isn't a luxury, it's a necessity! Drink Sanka and Sleep!

TUNE IN . . . 5:45 P. M. New York Time, Sunday afternoon. Sanka Coffee brings you *William L. Shirer,* famous author of "Berlin Diary," in 15 minutes of news over the Columbia Network.

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ON THE FIRING LINE...ON THE HOME FRONT





MILITARY MODELS
Showerproofed by Cravenette

Regulation features: . . . double-breasted, belted, trench flap, epaulets, take-up straps on sleeves.

THE CAPTAIN . . . Made of fine quality Piedmont gabardine **$14.50**

THE COMMANDO . . . Made of wear-defying Skinner Tackle Twill* **$21.00**

THE PERSHING . . . Made of fine quality Piedmont gabardine with heavy flannel removable lining **$24.50**

*Reg. U. S. Pat. Off.

THE GRAFTON
Showerproofed by Cravenette

Rainfair's most popular Storm Coat for business men, college men, and workers on the home front. A fine-quality Piedmont gabardine, expertly tailored. Balmacaan style. Fly front. Sleeve and deep yoke lining of lustrous rayon. Your choice from three colors: fawn, light olive or taupe **$11.50**

RAINFAIR gives you topcoat smartness plus showerproof protection

. . . in Storm Coats that are "doing a job" . . .
. . . on the firing line . . . on the home front.

Providing *protection* in changing weather! Safeguarding *you* and *your clothing*.

See Rainfair's complete line of rainwear . . . at leading stores everywhere . . . or write

RAINFAIR, Racine, Wisconsin

RAINFAIR Quality

FREE! *Send for RAINFAIR'S new brochure "The Year's Best Raincoat Styles for Every Purpose." It pictures new, popular models in modern rainwear.*

Heavy Bombers (continued)

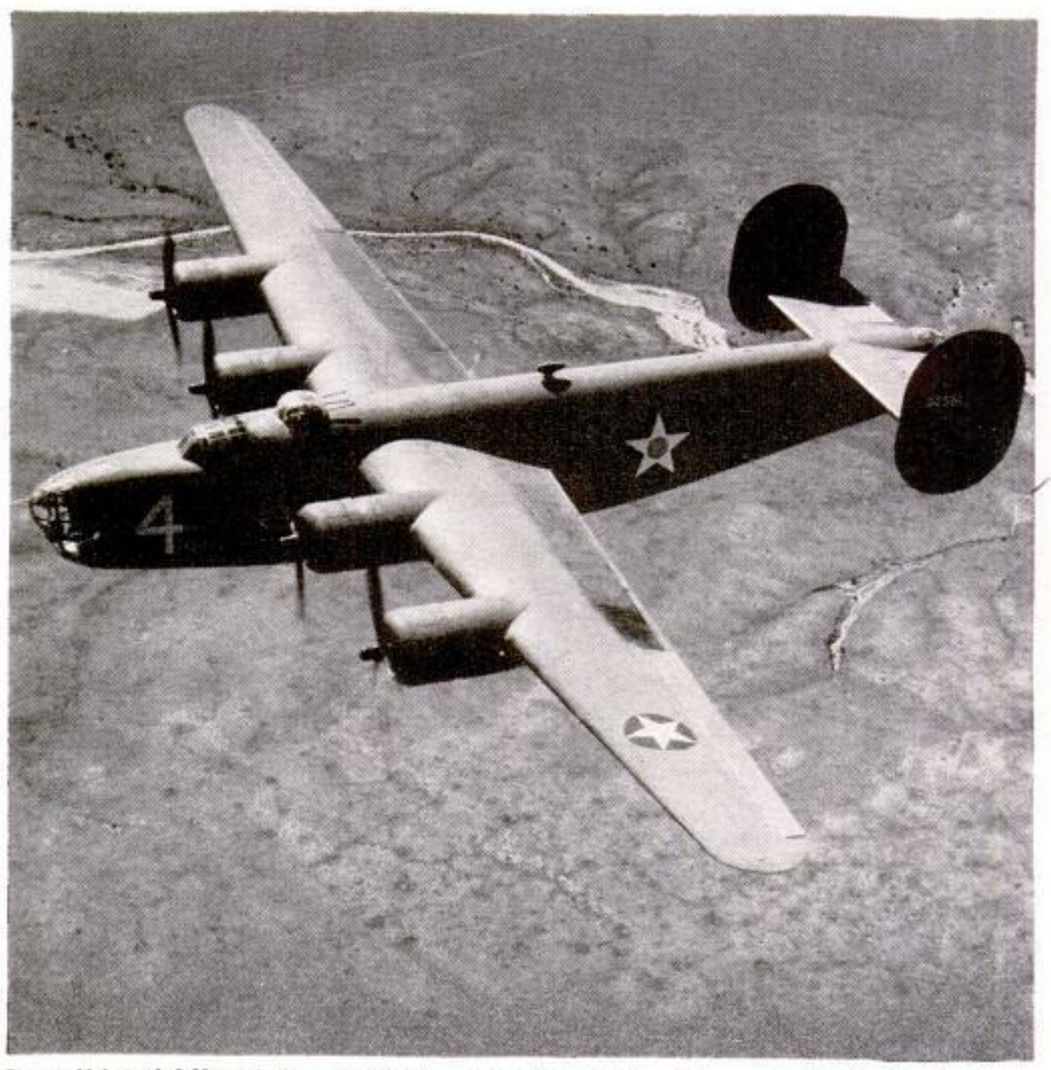


Boeing Fortress can carry a maximum bomb load of only 7,000 lb. now, but it can transport that load farther than 3,000 miles. Built-up single tail conceals rear gunner.

U. S. DAY BOMBERS ARE LONG-RANGE PLANES

Pride of the U. S. Army Air Forces are their two heavy bombers, the Boeing Fortress (*above*) and the Consolidated Liberator (*below*). The Fortress, designed in 1934, has gone through many changes. The latest model, the B-17F, is formidably armed and has a range greater than 3,000 miles. Although it is faster than British heavy bombers, its really great advantage is an ability to fly well above 30,000 ft., where anti-aircraft and fighters reach it with difficulty.

The Liberator, which was designed five years later, is substantially a similar airplane. Somewhat faster, with a slightly longer range, it has the advantage of being better armed and carrying a heavier bomb load. It too does its bombing from high altitude. Both the Fortress and Liberator, however, will be outdated when new U. S. heavy bombers, now secret, see action.



Consolidated Liberator, spottable by its twin tail, handles an 8,000-lb. load. Some B-24's (official Liberator name) are being converted from bombers to freight planes.

Copyrighted material

Meet the best fed fighters in the world—

the U. S. Soldier, Sailor and Marine!



Not one man in ten ate as nourishing, well balanced meals at home as he does in the U. S. Armed Forces today.

You could be proud to serve meals like these on company occasions — but the Army gets them for dinner every day. They show what care Uncle Sam takes of a son, husband or friend in the service today.

Because meat is as important as fighting weapons to a soldier's stamina and morale, the U. S. Quartermaster Corps sees that every man gets a pound of muscle-building meat every day.

That means Armour and Company and other packers are shipping millions of pounds of meat *every day* to the Army alone! Besides Armour is supplying tons of meat and dairy products daily for our allies through lend-lease.

That's why you may find temporary shortages in certain meats at home — but our boys in service haven't felt any delays or shortages. The 3 billion dollar plants of the meat industry went to work for Uncle Sam the day war struck. We are glad that Armour and Company, manufacturers of Star Meats and Cloverbloom dairy products, is big enough to help this vital program in an important way.

SUNDAY



ROAST CHICKEN with brown gravy for Sunday dinner! Served with noodle soup, candied sweet potatoes, broccoli and raw carrot strips, Buttered Parker House Rolls. Ice cream for dessert. Cocoa. Each soldier's portion averaged a full pound of roast chicken.

MONDAY



FRANKFURTERS with Spanish Sauce. A ⅓ pound portion served each man, with potato cakes and buttered string beans. Orange-grapefruit salad. Bread, butter and coffee. Rice raisin pudding for dessert. The Army's menus are balanced by expert dietitians.

TUESDAY



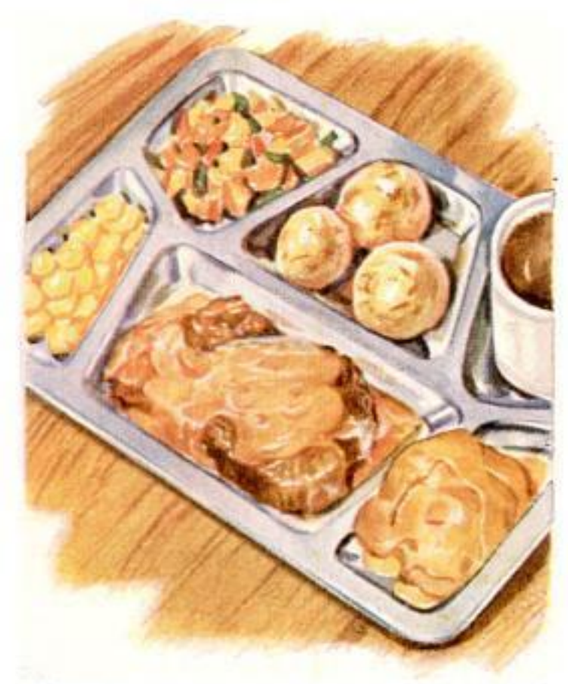
BARBECUED SPARERIBS and sauerkraut. ½ pound of spareribs for each soldier, topped off with mashed potatoes. Mixed vegetable salad. Bread, butter and tea. Butterscotch meringue pie. Armour supplies a big share of the Army's prime quality pork.

WEDNESDAY



BAKED CORNED BEEF with horseradish sauce — a generous ½ pound portion for each man. Also potatoes au gratin, buttered peas, celery. Bread, butter and coffee. Peach cobbler. Soldiers can have second helpings of everything in these Army menus.

THURSDAY



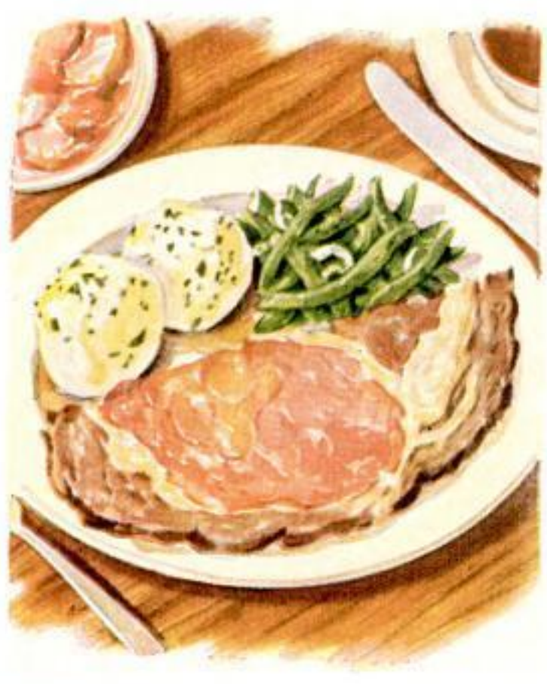
SWISS STEAK with gravy—and each soldier's portion averaged 3/5 of a pound. Baked browned potatoes, buttered carrots, pepper hash. Bread, butter and cocoa. For dessert, apple turnovers with sweet sauce! Steak is a big favorite with men in the Army.

FRIDAY



BAKED FISH with tartar sauce — a generous ⅓ pound serving for each soldier. Balance of dinner includes parsley potatoes, buttered peas, cole slaw. Bread, butter and tea. And chocolate layer cake for dessert. Pastries are "home-made" by Army cooks.

SATURDAY



ROAST BEEF with brown gravy. Also split pea soup, parsley potatoes, stewed tomatoes. String bean salad. Pumpkin pie, coffee. For this war the Quartermaster Corps and packers have developed a new *boneless* beef that is easier to handle and keep.

© ARMOUR AND COMPANY

Armour and Company

FREE ILLUSTRATED BOOKLET, "Food for Freedom"—shows why our fighting forces are the best fed, best equipped fighting men in the world. Send today for your copy free. Write Armour and Company, Department 5, Chicago, Illinois.

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How RCA Victor's "Beat the Promise" Campaign Helps War Production

PATTERN FOR VICTORY

▶ While it is no longer news that American industry is "all out" for Victory, it *is* news when one company develops a pattern that is adopted by other industries. Because your peacetime purchases of RCA Victor products made possible the machinery that is doing today's job, this report of stewardship is made.

▶ To all Americans, this is an example — one isolated example — of how the American ideal of individual cooperation, freely volunteered, works to speed up the winning of the battle of production, so that all can return sooner to the American way of peace.

▶ This is what has happened at RCA Victor—through its now famous "Beat the Promise" war production campaign.

It began fourteen months before Pearl Harbor. In October, 1940, thousands of RCA Victor employees voluntarily signed pledges to *beat the promise* on the production of vital army and navy radio and sound equipment.

In its before-Pearl Harbor advertising, RCA Victor said: "With RCA Victor, National Defense comes first. *By comparison we hold nothing else important.*"

▶ At rallies at all RCA Victor plants, the day after Labor Day, 1941, the details of an intensive production drive, built around "Beat the Promise" pledges, were explained. Rousing, color-splashed posters appeared—employee-inspired—calling for greater effort, warning of the danger of "too little, too late," crying "no bottlenecks!"

▶ It is impossible to present *all* the elements of this campaign—great production rallies featuring Army-Navy notables and Victor Record artists; War Bond drives; use of a time-saving industrial communications system for announcements—and for music to tide workers over "fatigue periods;" the recorded voices of RCA Victor employees in the armed forces telling the need for more and more equipment . . .



▶ And what has happened as a result?

▶ Always a substantial supplier of radio communications equipment to the armed forces, RCA Victor's production for 1940 was four times greater than for 1939 . . . for 1941, fourteen times greater . . . for the first six months of 1942, average monthly production has been *forty-nine times greater than for the same period in 1939*. Today, the Navy "E" Flag flies from the mast of the main RCA Plant as a recognition of its war production accomplishments.

BUY WAR BONDS *EVERY* PAYDAY

RCA VICTOR

No. 1S4464

The effects of RCA Victor's "Beat the Promise" campaign have been so telling that, up to the time this advertisement went to press, *87 other companies were making use of all or part of the "Beat the Promise" material.* The posters here are but a few of the many used in the campaign. They measure roughly 18" x 22"—with the exception of Squeegee, which is a cut-out figure life-size. They are available singly or in quantities *at cost*. If you are employed by a war industry in need of any of this material, send a postcard to Dept. BTP-3, RCA Victor, Camden, N. J.

No. 1S4445



No. 1S5590



No. 1S5218



No. 1S4463



No. 1S4462



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You don't know BEANS—till you've known BIRDS EYE!



1. People (especially *city* people) just don't know how much downright, farm-fresh flavor can be packed into a stringless bean—green or wax—till they've nibbled a Birds Eye Beauty! For these beans are fickle vegetables. Once picked, they begin to dry out and lose flavor.

2. Quick-freezing steps in here! It captures the *full, garden-fresh* flavor at its peak, holds it miraculously for *you. All of it!* All the *tenderness*. All the *deliciousness*. (You can almost *taste* the country air!) Even now—in September—they're *dewy-fresh* as when snipped off the vine!

3. Stringless, too! Cut and washed clean—your choice of wax or green—ready to slip into the pot! *No fuss*—no messy kitchen work. And they're *economical* . . . a budget delight! 1 box serves 4—and *no waste*—they're ALL perfect! Try these beans—they're GREAT!





4. Perfect dinner partners are *ocean-fresh*, easy-to-prepare Red Perch Fillets—rolled and stuffed with savory bread dressing! Plucked from the cold Atlantic, these Red Perch are *whizzed* to port . . . *cleaned* . . . *filleted* . . . *Quick-Frozen!* You get ALL that *sweet, just-caught*, flavor' And this dinner is poppin' with nutritional goodness!

UNCLE SAM, HOW'S THIS FOR NUTRITION?

VITAMIN	A	B_1	C	G	CALCIUM	PHOSPHORUS	IRON
GREEN OR WAX BEANS	2	1	3	1	2	1	3

1 (FAIR) 2 (GOOD) 3 (EXCELLENT)

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SMITH GIRLS

Job market opens wide for college graduates as war reduces manpower

The employment boom that is sweeping oldsters, youngsters and mothers of families into jobs left vacant as men go off to war, last spring invaded the nation's colleges, precipitated many a young girl graduate into a juicy job for which she once would have had to labor long and hard. At Smith College, which is known for its excellent placement bureau, the number of jobs available to the class of '42 (including teaching and secretarial positions, which remained more or less constant) jumped from 1941's total of 642 to a new high of 1,420. Every girl in the class could have chosen between three or four good openings. And those who did not prefer volunteer war work, marriage or idleness walked straight from college to job, minus experience or training, bearing only the fruits of their academic years. Whereas $1,200 a year was considered a good starting salary in 1941, this year's candidates averaged $1,600 with the promise of speedy raises after a brief training period. Most were hired to replace men who had gone or were about to go to war, and many entered traditionally masculine fields—banking, engineering, accounting, statistical and technical work.

On these pages, LIFE looks at six Smith girls who, a bare four months after graduation, are making good in various ways. For those who will come after and who will be called upon to meet the ever-increasing demand for college-trained women, Smith is now offering a series of "war minors" to prepare students for fields in which women can do the work of men.



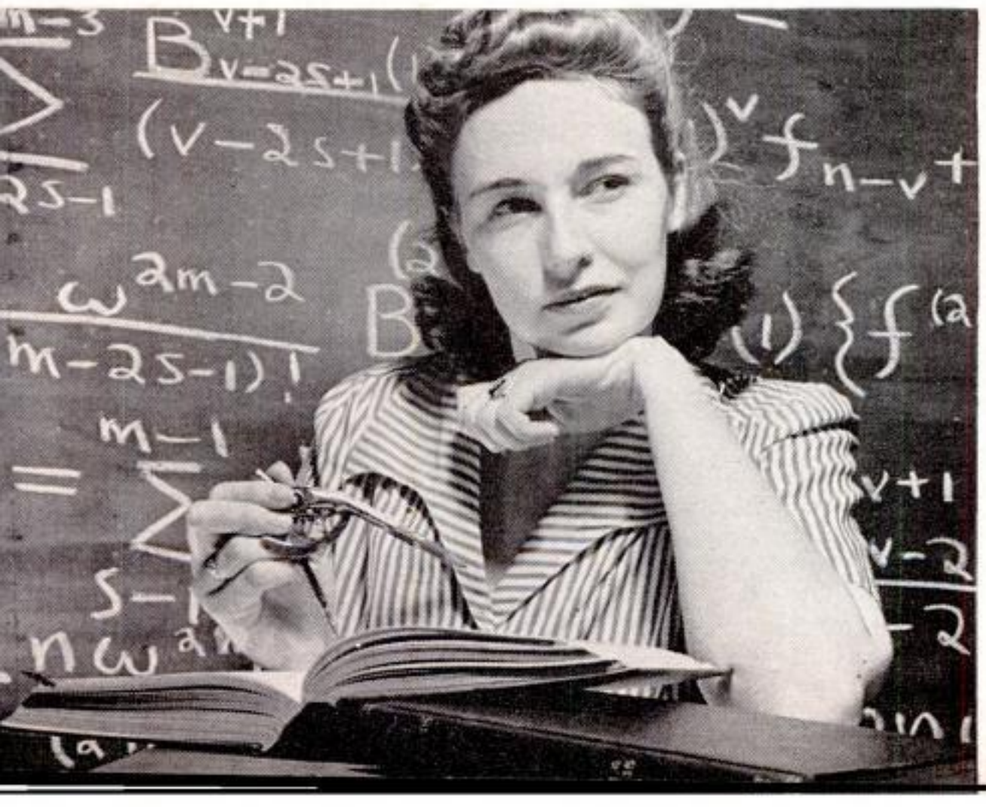
Pregraduation conference in Smith College's placement bureau groups job-seekers around Mrs. Marjorie Nield, vocational secretary. Chart at extreme right shows increase in number of openings since 1932, with sharp rise in 1941–42.



MERCHANDISER

Anita Livingston Willis of Great Neck, L. I. is shown (*left*) in the library at Smith College where she majored in English, was chairman of the Junior Prom, sang in the class choir, worked for the Community Chest, was elected alumnae vice president of her class. A pretty girl with fair hair and brown eyes and a trim figure, she has always been interested in clothes, decided that merchandising was her forte. She is now employed by Macy's in New York, is going through a nine-month training period during which she will work in all sections of the store, learn to do all sorts of jobs, eventually become a junior executive. At right, she is shown in stock room where she pushes heavy racks of clothes around, is taught how to tag and count the stock. She got this job before graduation, started working July 6 after giving herself a month to rest up after exams. Her starting salary is $30 a week.





TELEPHONE ENGINEER

Edwina Golding of Brooklyn, N. Y. majored in economics with a strong minor in mathematics. She had several jobs to choose from since her two subjects, together with science, physics and chemistry, are the training most in demand by employers. Three weeks after leaving college, Miss Golding went to work in the Bell Telephone Laboratories in New York at a beginner's salary of $25. She is in the Quality Assurance Department where she checks and analyzes inspection results from factories and field installers of central office apparatus. After training period, she will replace a man engineer who is now doing war work. She was on Dean's List in college and belonged to Mathematics Club.



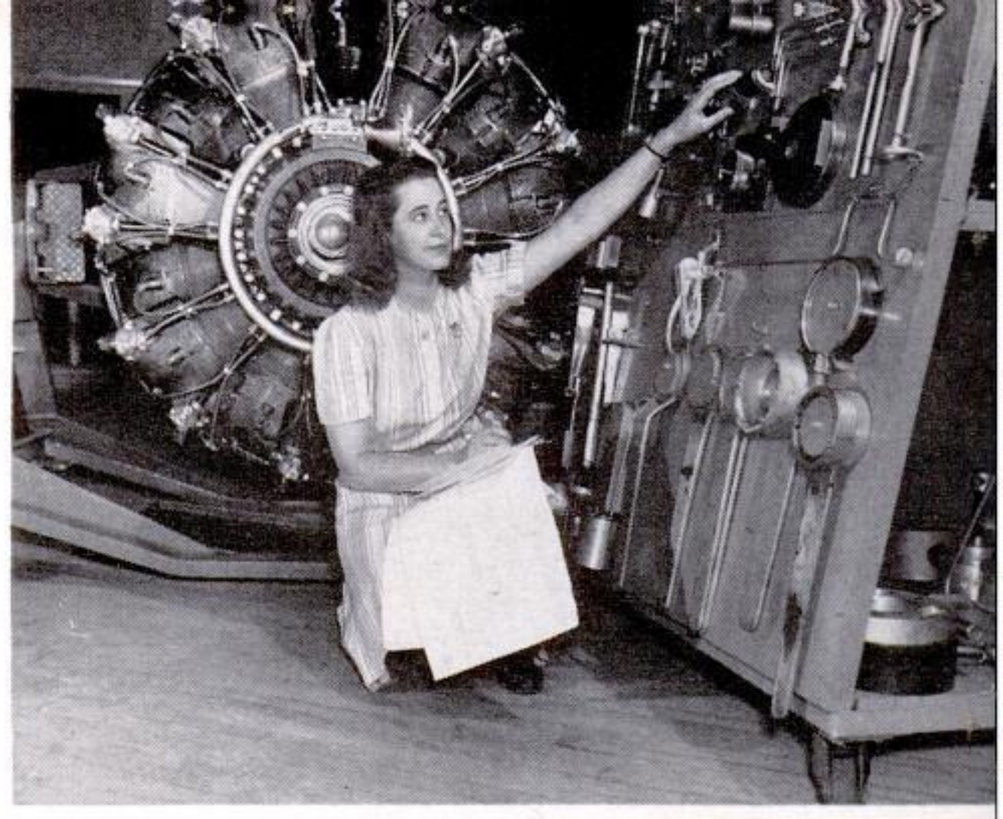
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DESIGN CHANGE CLERK

Barbara Pierson Taylor of Glen Rock, N. J. majored in art and landscape architecture at college, made the Dean's List, was president of her house. In Smith's Architectural Drawing Room (*left*), with mechanical drawing outfit before her, she is studying airplane parts in relation to draughting problems, has developed a great interest in aviation. But the wings she wears are not self-won, were given her by a friend who may be partly responsible for her concern with flying. Three weeks after graduation she started working for Wright Aeronautical Corporation in Paterson, N. J., where she is a clerk in the department of service-tool design, reading engineering specifications. Her salary is $64 semi-monthly. Before war broke out, Miss Taylor had planned to work in an architect's office, now is thankful for her draughting training because it helped her to get into mechanical end of aviation.





OPA STATISTICIAN

Marian Frances Carpenter of Brooklyn, N. Y. majored in economics, has such a flair for figures that she thought nothing of spending evenings poring over charts and tomes in her room at college (*left*). She started preparing for a specific job at the beginning of her senior year, when she took the Civil Service Examination for Junior Professional Assistant in Economics and got a rating of 84. Upon graduation, the Office of Price Administration in Washington put in a bid for her services and she went to work there a fortnight after leaving college. She is in the Research Section of Copper, Aluminum and Ferro-Alloys, started at a yearly salary of $2,000 with a raise to $2,600 promised soon. It is probable that more jobs like hers will be turned over to women as time and the war go on. Already this year Smith College's placement bureau reported that Washington was its best customer, that it literally combed the girls for candidates who could meet the requirements of Government agencies.





CLAIMS ADJUSTER

Suzanne Cook Vroom (Mrs. William Vroom) of Worcester, Mass. is another economics major who became so fascinated by her subject that she gave it much of her spare time at Smith, even sitting outdoors in the spring sun to bone up (*left*). Mrs. Vroom became a war bride last February when she flew to California to marry her fiance just before he sailed for Australia with his company. She became a war widow last month when she received word that her husband had been killed in action. In this personal disaster, the job which she took in July with the Liberty Mutual Insurance Co. in Boston served as a bulwark to her courage. She went right on working. Having first enrolled in a training class for claims adjusters at a yearly salary of $1,300 plus a bonus of about $150, she is now working in the field, investigating accidents and determining whether claims for damages are justified. At right, she interviews a mechanic who has been repairing a car hit by a Liberty Mutual policy holder.





AIRCRAFT CHEMIST

Georgina Dale Harris of Albany, N. Y. majored in zoology with some chemistry on the side. Though she enjoyed examining ossatures at college (*left*), the chemistry stood her in best stead when it came to getting a good job. She is now a junior technician at the Pratt & Whitney Aircraft plant in East Hartford, Conn. For the first month, she went through an intensive training course in theories and laboratory technique of chemistry, and was paid $110. Now she is doing testing and research work in the Materials Laboratory, earns $140 monthly, or $150 on night shift. Like men, she takes her turn at working all shifts, may be on duty from 7 a. m. to 3:30 p. m., from 3:30 p. m. to midnight, or from midnight to 7 a. m. At right, she makes electroanalyses of metals before a control board.



Why do people eat more bread in wartime?



EVER since the war began, people have been eating more bread.

What's the reason?

Well, ever since the war began, people have been more *active.*

War factories have gone on a three-shift basis. Men and women alike have taken up jobs that require more energy.



That calls for a new kind of diet —a high-energy diet. People are eating more bread because it is a *basic source* of the energy the nation needs to win.



For bread is rich in *carbohydrates* which the body easily converts into energy. It provides valuable *proteins.* And, made with milk, it supplies useful *calcium.*

And as most bakers bake it today—enriched white bread supplies iron, niacin and Vitamin B_1—essentials to healthy spirits, good nerves and the proper assimilation of the carbohydrates.

So people are instinctively turning to it for the extra energy wartime conditions demand.

They are eating more bread not as a medicine or a miracle, but as a *basic food* that is both enjoyable and satisfying.

Add more bread to your diet and keep it in step with these more active times.

On the food energy in one slice of bread you can walk a mile, or do the supper dishes, or type ten letters.



Bread *is basic*

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Biggest mural by Frank Engebretson was painted 17 years ago in South Wayne, Wis. for Farmer E. A. Chapman and his brother William. He did this 150-ft. landscape in five days.



Winding roads and ponds were favorite themes of Dairyman Chapman who had painter do his other smaller barn in Lafayette County. Seven years ago Engebretson retouched colors faded by weather.

THIS PAINT JOB COST $165. PRICE INCLUDED FLAT PAINTING OF OPPOSITE LONG WALL AND TWO ENDS AND MURAL. OWNER PICKED SCENE BUT AIRPLANE WAS PAINTER'S IDEA



Use Printed Material



Barn Painter Engebretson was born 60 years ago on a farm in Lafayette County in southern Wisconsin whose scenery he likes to glorify on walls of his neighbors' barns.

WISCONSIN BARN ART

Huge pastoral scenes brighten 100 farmyards

The big pictures on the sides of barns shown on these pages were done by Barn Painter Frank Engebretson of Brodhead, Wis. Engebretson painted his first barn mural 28 years ago. His neighbor Jacob Winn had hired him simply to paint his barn. Engebretson, who loved pictures but had no art training, said: "I wouldn't mind painting barns if I could paint pictures on them. I don't see much sense in having barns all look alike. A barn could just as well come to life and have some individuality."

Farmer Winn agreed to let Engebretson practice on his barn, adding, "We'll see how other folks like it." Others did. In fact, Winn's farm became something of a show place. Neighbors from all over Lafayette County came not only to look but to imitate. Engebretson's business boomed and today more than 100 barns in southern Wisconsin shine with these pastoral scenes. Average price for an Engebretson paint job including mural is $150. But a great big barn like the Chapmans' (*opposite*) costs $250. For his murals he uses ordinary barn paint in various bright colors. Owner may choose any subject he wants. Usually farmers have favorite photographs of local scenes they want made into murals. If farmer cannot decide between two or three pet pictures, Engebretson puts them all in at no extra cost.



Old covered Clarence Bridge over Sugar River was painted on a small barn. Bridge was torn down in 1934. Engebretson reconstructed it in mural from many sketches.

CONTINUED ON NEXT PAGE

Libby's
UNSWEETENED HAWAIIAN PINEAPPLE JUICE
SAVE MONEY; BUY THE LARGE SIZES
U.S. NEEDS US STRONG
PINEAPPLE JUICE
THIS TYPE OF FOOD IS AMONG THOSE RECOMMENDED IN THE NUTRITION FOOD RULES
EAT NUTRITIONAL FOOD
VITAMIN B1
VITAMIN C
MINERAL
"Important, these "Nutrition Guards"
IN
LIBBY'S PINEAPPLE JUICE
From Hawaii... heavenly flavor!
Libby's is really truly *Hawaiian* Pineapple Juic
From pineapples that actually ripened on th plants.
It's *unsweetened* juice with the glorious natur flavor.
A good source of essential vitamins C and B
Supplies small quantities of minerals—iron, ca cium, phosphorus.
Another fine refresher—Libby's Tomato Juice! fairly sparkles *with flavor—Libby uses* priz variety *tomatoes!*
THERE ARE 8 OTHER DELICIOUS LIBBY'S JUICE
Copyrighted material



"Stop dreaming—" advised Elsie—"and act!"

"How," demanded Mr. Jones, "can I get my wife to serve fine cheeses for dessert? I've dreamt of enjoying them for years."

"It's high time you stopped dreaming—and started to act," said Elsie, rather tartly.

"Show me what to do," ogled Mr. Jones, "and I will buy you emeralds."

"Nonsense," blushed Elsie, "Elmer would never stand for that. Besides all you have to do is go to your grocery store and buy a package of my . . . "



Military Brand Camembert—and a box of crackers. When dessert time comes round, spread this rich, ripe Camembert on a cracker and offer it to your wife. Once she tastes the creamy, tangy flavor of this sophisticated cheese, your first victory is won! After that, suggest . . .



Liederkranz — with its creamy-centered, golden-crusted, gloriously flavored goodness for next day's bedtime snack. Your wife will love this world-famous cheese, invented here in the U. S. A. And from then on—she'll serve these dessert cheeses often.

THREE OTHER CHEESE TIPS FOR MRS. JONES



. . . On spaghetti . . . soups . . . or au gratin dishes, try Borden's Grated Italian Style Cheese. It gives 'em an added zip!



. . . New! Borden's Smokey Cheese Cocktail Spread is a blending of Cheddar Cheese and the bracing flavor of real hickory smoke. One of *eight* taste-tempting Borden Spreads!



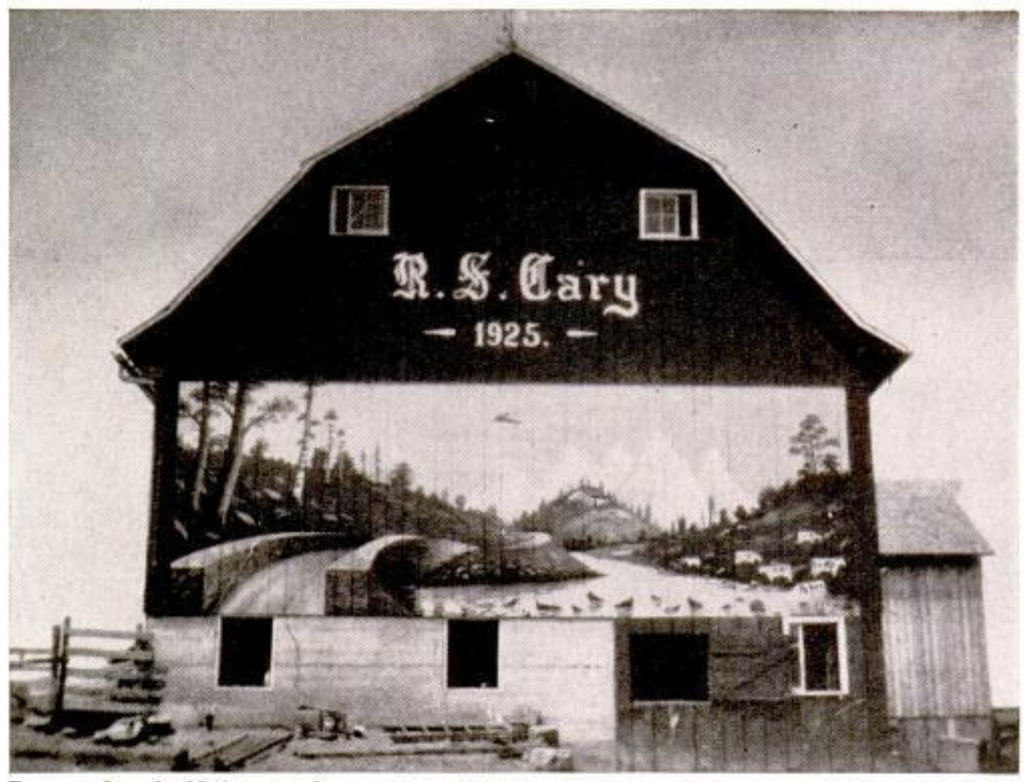
. . . Brisk, "sharp," tangy flavor distinguishes Borden's Vera-Sharp Cheese. Serve it for a rarebit . . . or melted golden-brown on toast . . . or sliced with pie.



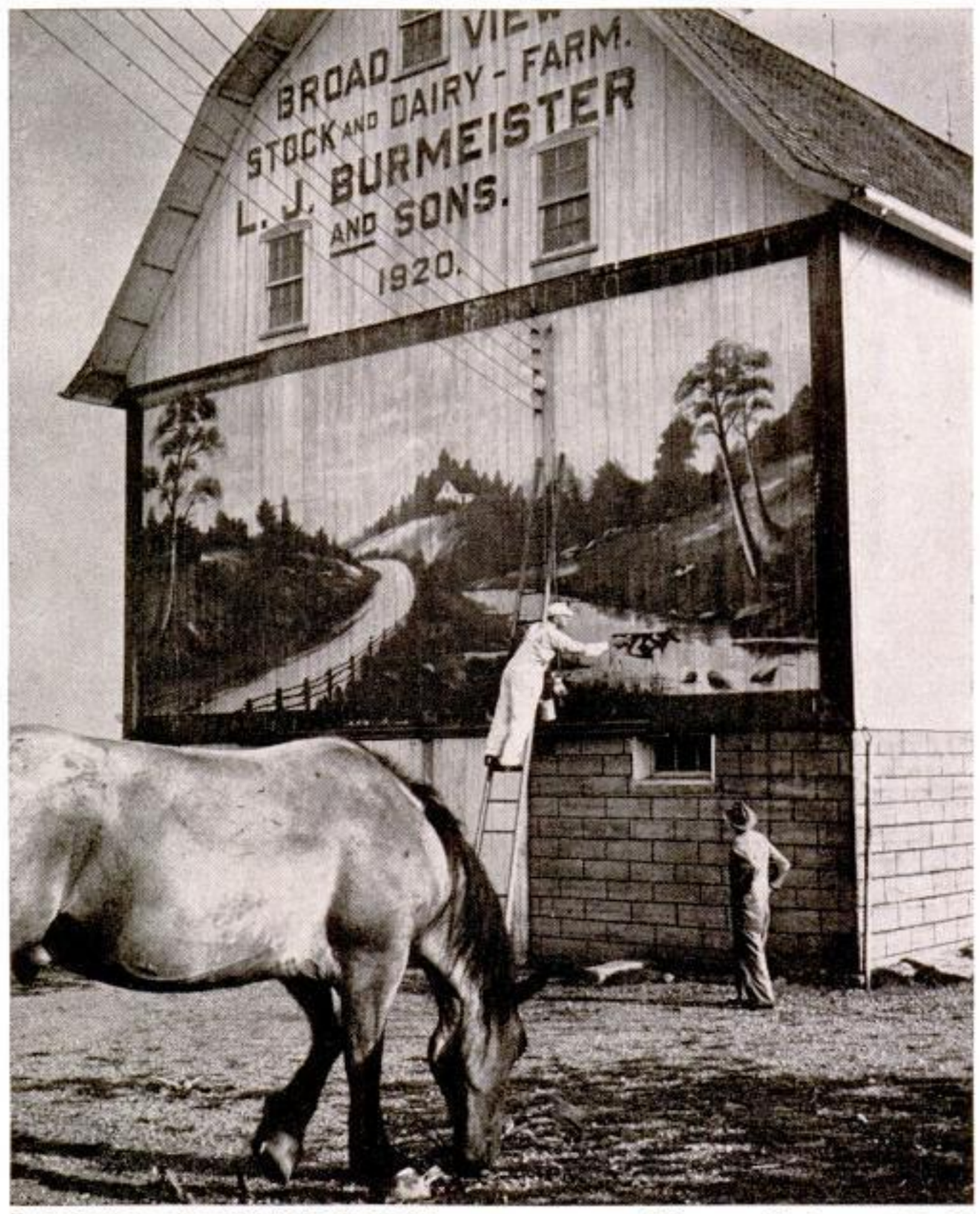
© The Borden Company

BORDEN'S FINE CHEESES

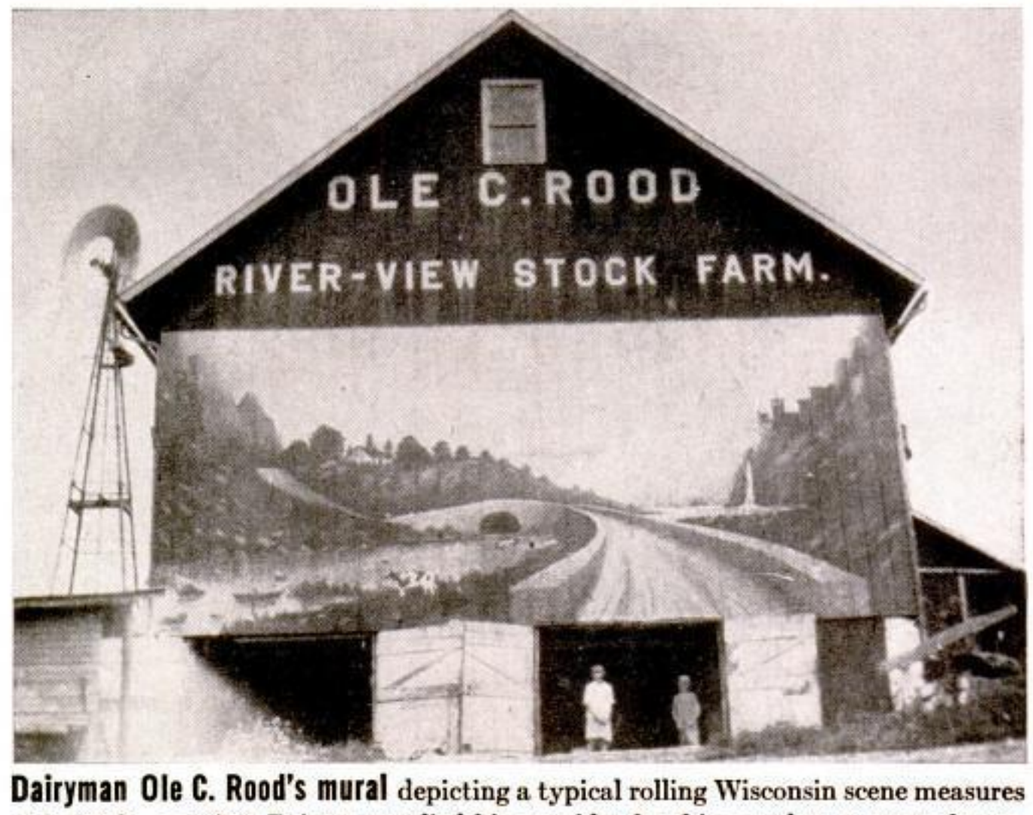
Wisconsin Barn Art (continued)



Farmer Cary's 40-ft. mural cost $75. He ordered it after seeing Neighbor Rood's barn picture shown on the bottom of this page. For Cary painter moved bridge to the left.



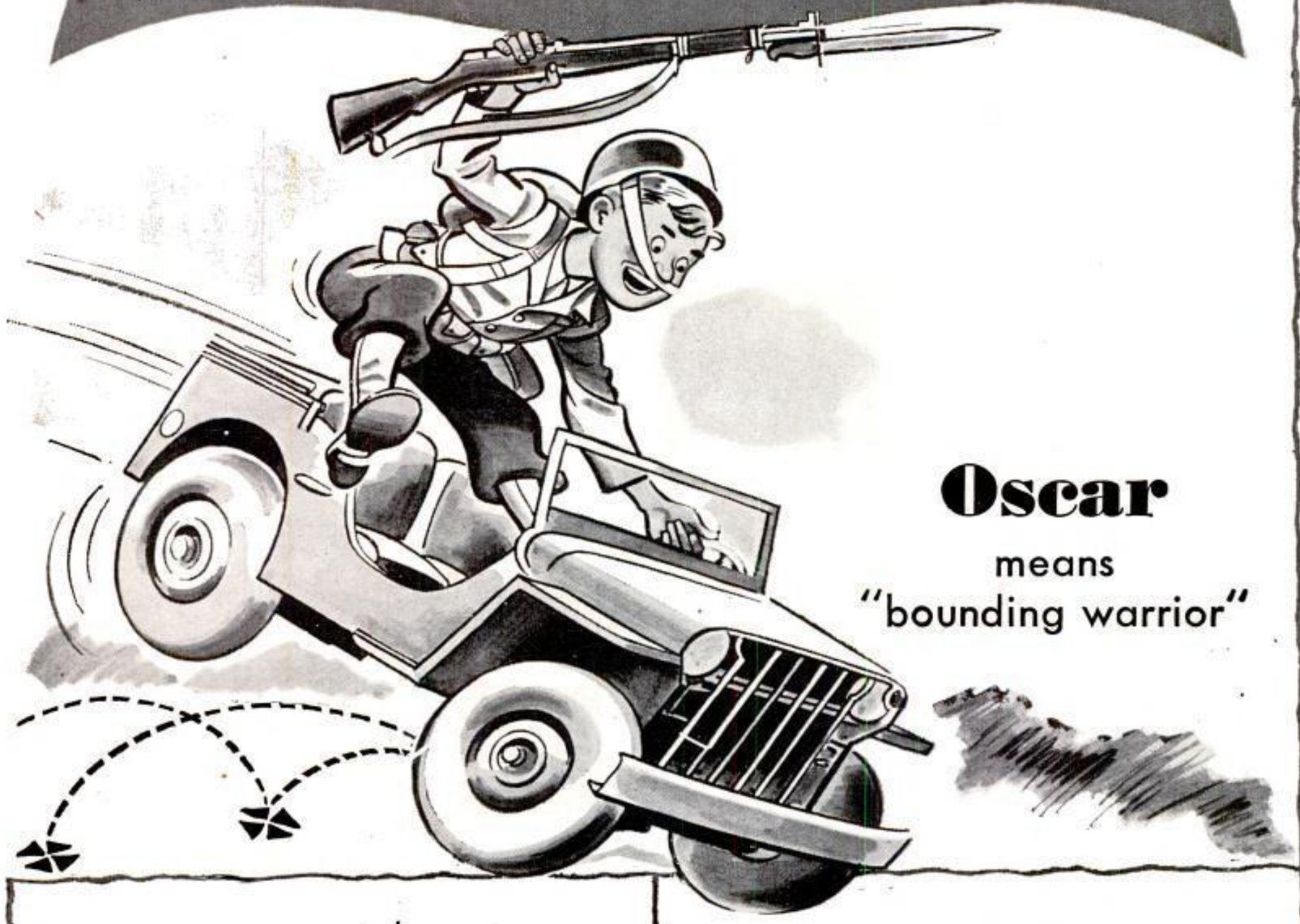
Engebretson retouches faded mural done 22 years ago, while owner looks on with admiration. Burmeister specializes in Holstein cattle like the one shown in painting.



Dairyman Ole C. Rood's mural depicting a typical rolling Wisconsin scene measures 18 by 36 ft., cost $60. Painter supplied his own idea for this mural at no extra charge.

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What's in a Name?



Oscar

means
"bounding warrior"



Gertrude

means "spear maiden"



Ruth

means "beauty"



Joseph

means
"he who shall increase"



Ethyl

is a trade mark name

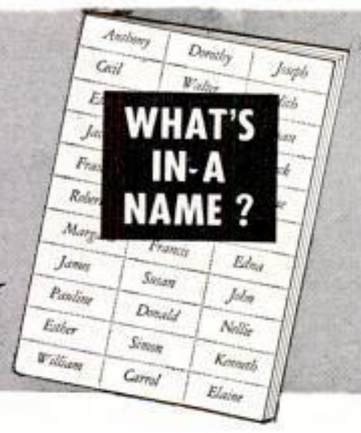
It stands for antiknock fluid made only by the Ethyl Corporation. Oil companies put Ethyl fluid into gasoline to prevent knocking.

The Ethyl trade mark emblem on a gasoline pump means that Ethyl fluid has been put into high quality gasoline and the gasoline sold from that pump can be called "Ethyl."

What does your name mean?

The meanings and origins of over 700 masculine and feminine names are given in the fascinating illustrated booklet, "What's in a Name?" It's free—no obligation—just mail coupon.

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TORPEDOED ENGLISH SEAMEN CHANGE
KHAKI ISSUE FOR CIVILIAN CLOTHES
AT BRITISH WAR-RELIEF WAREHOUSE



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FOREIGN SEAMEN

The tides of war beach them in New York City

When Hitler was a housepainter and wars were boldfaced type in history books, far-away romantic places like Shanghai and Singapore were the great ports of call where sailors from all the nations of the world crossed paths, drank gin slings, picked up slant-eyed women, told tall stories. Today the world's greatest port of call is New York City, and there is no grade-B movie glamor to its vast sprawling waterfront and the dingy places back of that waterfront where sailors from all the world eat and sleep and play. The foreign seamen who are washed up under the shadow of the Statue of Liberty have no need to invent tall tales. If their lips were not pledged to silence they could speak of grim adventures.

The largest group of foreign seamen in New York is British. The next largest is Norwegian, with the Dutch a close third. As soon as a foreign seaman arrives in New York he has to register with U. S. immigration authorities, then usually checks in at his own consulate. The names of all foreign seamen are entered in one of the foreign seamen's pools. Every morning the seamen report to their consulates until they are needed for an outgoing ship.

Any sailor of any nationality can sign on a ship of any other nationality except U. S. Most would give a right arm to work with a U. S. crew, as American wages are very high. The British, for example, pay a chief engineer $180 a month while U. S. chief engineers get $300 and up. Other foreign crews are not even paid as well as the British. This has resulted in many foreign seamen trying to jump ship when they reach New York. Most of them wind up in jails on Ellis and Riker's Islands.

On this and the following pages LIFE shows a half dozen of these nationalities temporarily "on the beach" in New York. Most seamen are shipped out in a week or two. Those who have been torpedoed have indefinite waits until another ship can be found. They are cared for by various war-relief societies that collect old clothes for them (*see left*). Seamen who have been injured are sent to country rest homes in upper New York State until fully recovered. Nearly all the men prefer to remain with fellow nationals who speak their mother tongue, eat the foods of their native land rather than to spend their time seeing the usual tourist sights.

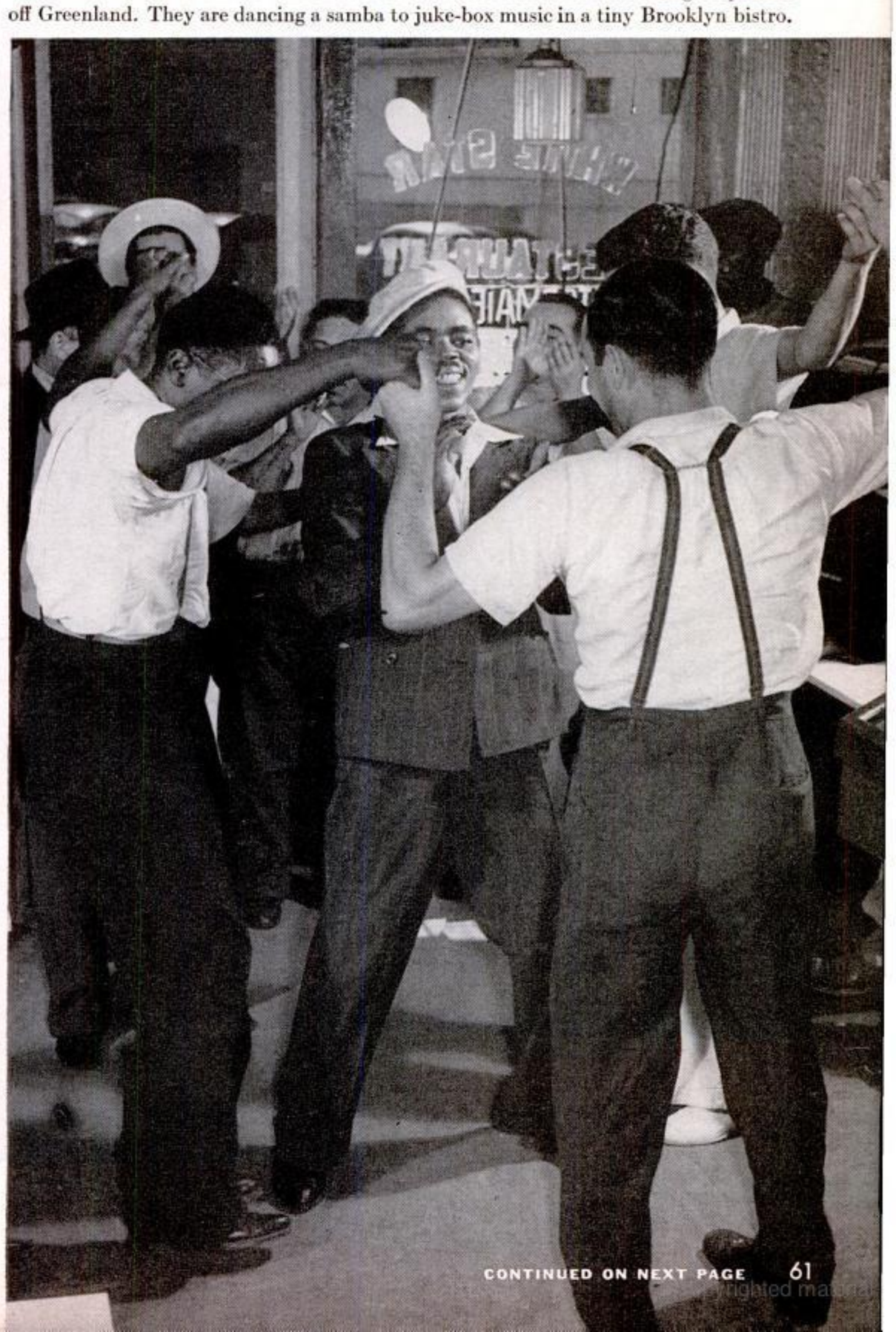


AUSTRALIAN GEORGE McLAUCHLAN, 17, SHOWS NEW TATTOO (25¢) TO JOHN ADAMSON

Lascars (British Indian seamen) live in a branch of the YMCA. Seaman in the background anointing himself with oil has just showered with his clothes on, according to the Mohammedan custom.



Brazilians of various shades celebrate their safe arrival in U. S. after being torpedoed off Greenland. They are dancing a samba to juke-box music in a tiny Brooklyn bistro.



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These Dutch seamen work in British Merchant Marine, live on their ships, flock to Dutch Merchant Seamen's Club in Manhattan for recreation (*above*). They are singing of Holland between gulps of U. S. beer. Mural behind them, executed by Dutch Painter Joep Nicolas, is inscribed: "Sometime the lion will rise again, now treacherously stabbed, sometime our country will be free again when injustice will be avenged."

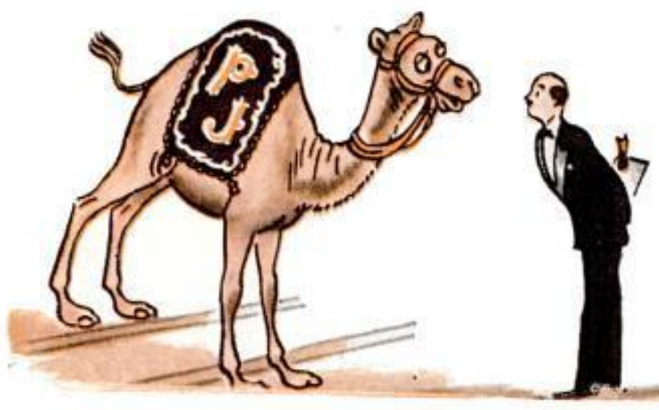
Greeks congregate at the Spartacus Club, a branch of the International Workers Order in Manhattan, where they pick up their mail, eat Greek food, drink beer, discuss the war. The Greeks are also a part of the British Merchant Marine, which has taken in most of the conquered countries' seamen. Sign on wall advises seamen that as militant anti-fascists they should read and work for *The Greek-American Tribune*.



CONTINUED ON PAGE 64

Beg pardon, sir... but is *he* with you?

HEAD WAITER: Table for two, sir? Or... er-r, excuse me, sir, but is this—ah—creature a member of your party?



CAMEL: If you refer to me, O Guider of Gourmets, my mission here is not to sample your savories. I am here on business, with a message for your princely patrons.

PATRON: A message for *us?* What are you going to talk about, Camel, a trip through the Sahara with gun and camera?



CAMEL: No, Sahib. You perhaps are not aware that I am a rather distinguished camel. I am, in fact, the Paul Jones camel, the living symbol of *dryness*—that glorious quality of whiskey which some call lack of sweetness ...

PATRON: *Dryness*, Camel? Lack of sweetness? *Whiskey?* What *is* this?

CAMEL: Ah-h, Master, it is *dryness* which commends a whiskey to an expert's palate. An epicure like you, Sahib, will appreciate how the *dryness* of Paul Jones whiskey brings out its magnificent flavor *to the full!* Paul Jones is a veritable pearl among whiskies, a rare jewel ...

PATRON: Just what I feared, my didactic dromedary! Pearls come high these days!

CAMEL: Allow me, Sahib ... I was about to say that in spite of its wondrous flavor, this pearl among whiskies costs such a modest sum that almost anyone can afford it!



PATRON: Extraordinary, Camel! Really extraordinary! Well, well! Suppose you join us and we'll sample a bit of this remarkable Paul Jones right now ... table for *three*, please!

The very best buy
is the whiskey that's dry

Paul Jones

A blend of straight whiskies—90 proof.
Frankfort Distilleries, Inc., Louisville & Baltimore.

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1 OUT OF EVERY 3 CAR MAKERS SPECIFY AUTO-LITE BATTERIES

DOUBLE CHECK



OCEAN-SPANNING CLIPPERS USE AUTO-LITE BATTERIES

SHOWS EXPERTS SPECIFY AUTO-LITE BATTERIES

LOOK to tomorrow when you buy your battery today. Be guided by engineering experts who, for years, have specified Auto-Lite Batteries as original equipment for 1 out of every 3 makes of cars. What's more, these famous batteries are used on giant ocean-spanning clippers where power and dependability count most . . . You may not be able to buy a new car—but you can get original equipment units to keep your present car giving "like-new" performance. Get the longer life—the extra power—thousands of car owners find Auto-Lite Batteries deliver. Built by the world's largest independent manufacturers of automotive electrical equipment, Auto-Lite Batteries are priced with the lowest.

USL BATTERY CORPORATION
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NIAGARA FALLS • NEW YORK

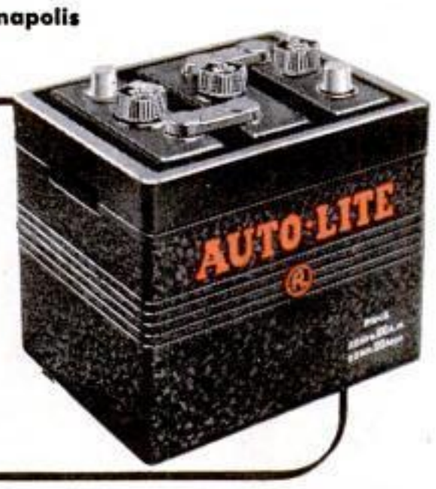
Manufacturing Plants at: Niagara Falls • Atlanta • Indianapolis
Oakland • Oklahoma City • Toronto

Double Check for Extra Battery Life

✓ Every 1,000 miles have your present battery serviced these 4 ways—test battery charge, add the water necessary, remove terminal corrosion, tighten hold-down bolts or brackets.

✓ Auto-Lite Battery service men are experts, who can advise you on the size and type of battery that will give you best service and longest life.

AUTO-LITE MEANS AUTO LIFE



IN ITS 26 GREAT MANUFACTURING DIVISIONS, AUTO-LITE IS PRODUCING FOR AMERICA'S ARMED FORCES ON LAND, SEA AND IN THE AIR

Foreign Seamen (continued)



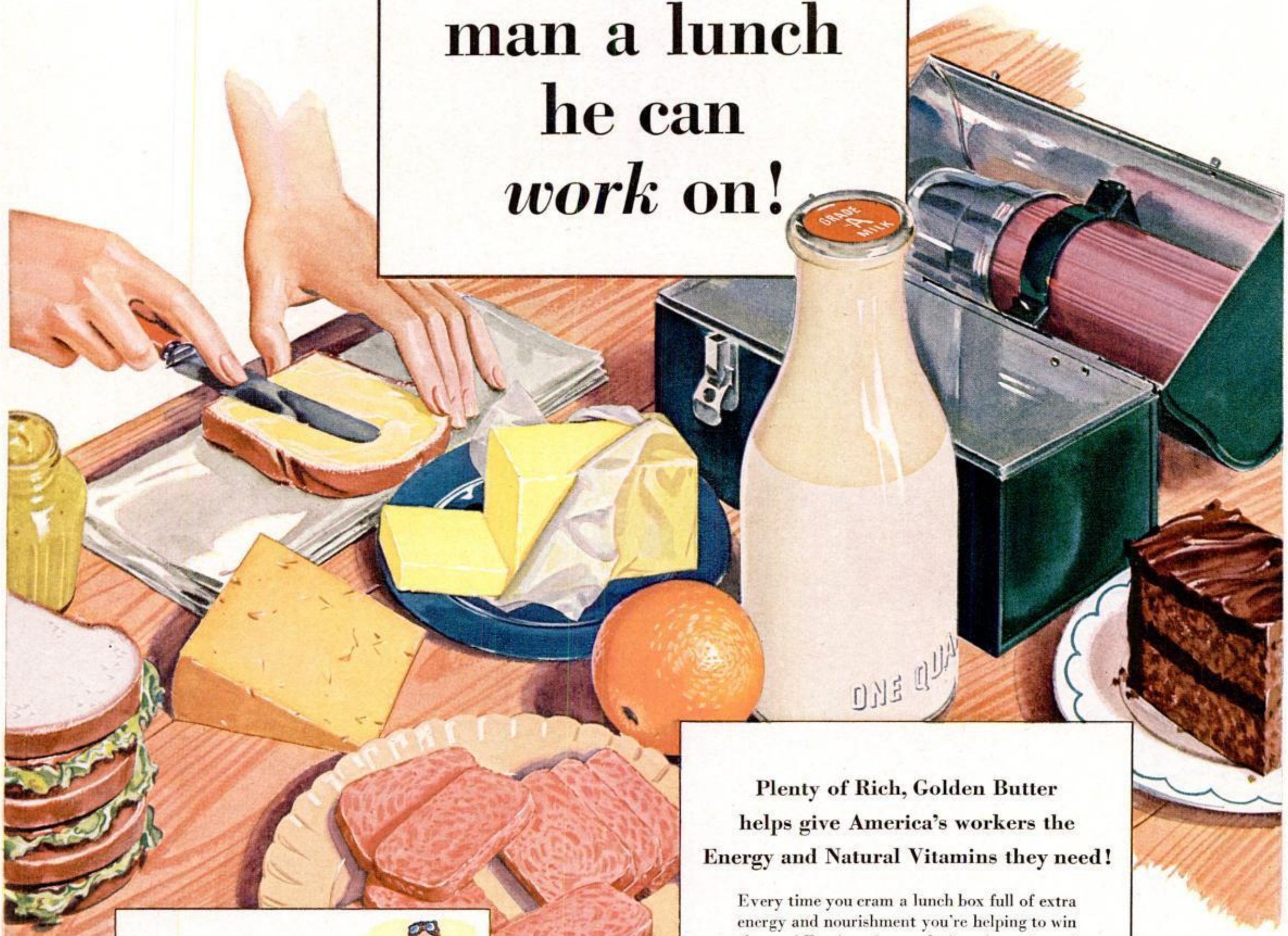
Scandinavian seamen find lodgings among large settlements of Finns, Swedes and Norwegians in Brooklyn. Above: sailors leave Regent Cafe at 3 a. m. with pretty girl. Below: seamen and their dates dance at Ragnas Scandinavian Club in Brooklyn.



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5,000,000 Dairy  **Farmers* help keep America on the job . . .**

Give a man a lunch he can *work* on!



Plenty of Rich, Golden Butter helps give America's workers the Energy and Natural Vitamins they need!

Every time you cram a lunch box full of extra energy and nourishment you're helping to win the war! For America needs Americans strong!

Delicious, golden butter and other dairy foods should play an important part in every meal you prepare because they're all rich in food values! Butter, for example, is made from the cream of rich, whole milk . . . Nature's most perfect food—so *naturally* it provides an abundance of food energy. . . a generous amount of health protecting Vitamin A!

Serve butter daily in your home! Use it as a spread, a cooking aid, a flavoring ingredient. You'll find that butter's matchless food value and flavor adds glamor to the economy foods you serve . . . gives your family the concentrated food goodness they need!

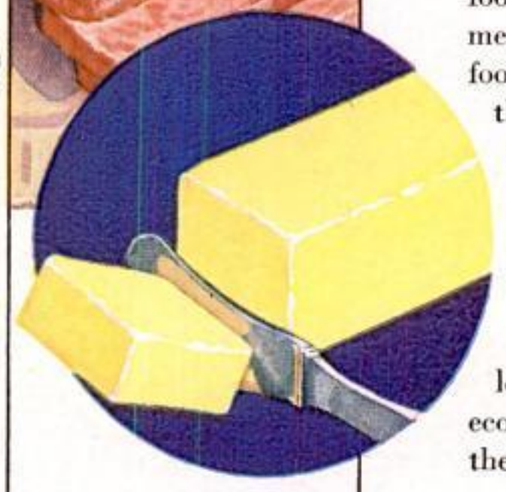
How to Pack Food Goodness Into a Lunch Box



Even "economy" lunches taste better with butter . . . because butter imparts a "quality" flavor as it provides added energy. So don't skimp on butter and other dairy products.

Spread both slices of sandwich bread thickly with butter. Include a generous slice of vitamin-rich cheese. Don't forget butter-baked cake, butter-crust pie, butter cookies. Fill thermos with creamy hot chocolate or delicious cold milk.

America's workers, homemakers and children need every last ounce of nourishment and energy! *Do your part!*



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AMERICAN DAIRY ASSOCIATION

* *This message is published in the interest of the health and well-being of the American people by the American Dairy Association . . . comprised of dairy farmers in the states of Illinois, Indiana, Iowa, Kansas, Minnesota, Montana, Nebraska, North Dakota, South Dakota, Washington and Wisconsin.*

It's Better with Butter

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Medals with a certain gift of prophecy

THESE are a few of the medals for original research and accomplishment that have been awarded, from time to time, to scientists in the Kodak Research Laboratories. They are shown here not to emphasize a glorious past, but because they have a certain gift of prophecy...

The Kodak Laboratories have some of the qualities of great universities and the philanthropic research foundations . . . Scientists and young men with an idea often come here to Rochester. They get a hearing. If the idea is reasonable, and original, they get encouragement. If needed, they get the help of men of vast experience, and the best facilities the world affords.

Some of the greatest of recent developments in photography have come from such collaboration. The Kodachrome process—movies and snapshots in full color...“ultra-speed photographs”—exposures of as little as 1/1,000,000 of a second—which show what the eye alone can never see...the aerial films which are now enabling our country's flyers to cut through camouflage with their cameras or observe the success of their bombs from beyond the reach of anti-aircraft.

Pure research is not self-seeking.

For example, it doesn't “pay” Kodak to make 125 different types of plates for astronomical photography—but without them, the observatories of the world would be half-blinded. Such work may never pay in dollars, but our growing knowledge of the Universe depends on it. And who knows what day—or night—may bring a discovery that will change the entire pattern of our thinking and lead us to another world?

These medals are important—as symbols of a search that never ceases. They stand for the enrichment of our lives in many ways thus far . . . from the simple snapshot of a loved one, to the last great movie you saw, faultless in its recording of scenes and sound.

And the work of the vast laboratory at Kodak Park was never so significant as at the present time . . . Eastman Kodak Company, Rochester, N. Y.



Henry Draper Medal,
National Academy of Scien

AND NOW... Just as this magazine was going to press, Eastman Kodak Company received, on behalf of itself and its employees, the highly coveted Army-Navy Production Award for high achievement in the production of war equipment. The Company regards this latest distinction as by far the most important of all, and believes that it should be recorded here because this Medal also carries with it “a certain gift of prophecy.”

Kodak...serving human progress through photography



Adolph Lomb Medal,
Optical Society of America



Progress Medal,
Royal Photographic Society
(1913)



Progress Medal,
Society of Motion Picture Engineers
(1936)



Nichols Medal,
ew York Section,
ican Chemical Society



Progress Medal,
Society of Motion Picture Engineers
(1939)



Janssen Medal,
Société Française
de Photographie



Trueman Wood Medal,
Royal Society of Arts



Gold Medal,
American Institute of Chemists



Edward Longstreth Medal,
Franklin Institute



Niépce Daguerre Medal,
Société Française
de Photographie



Adelskold Medal,
Photographic Society of Stockholm



Progress Medal,
Royal Photographic Society
(1928)



Henderson Award,
London and Provincial
Photographic Association



Gold Medal,
hotographic Society of Vienna



Hurter and Driffield Medal,
Royal Photographic Society



John Scott Medal,
City of Philadelphia

A few KODAK MILESTONES of direct interest to the public

1884 Eastman invents paper "stripping" film—the beginning of photographic film.

1888 The No. 1 Kodak and birth of the photofinishing system ("You press the button—we do the rest") popularize amateur photography.

1889 First commercial production of transparent roll film, including the film that first made motion pictures practical.

1891 Daylight loading of their cameras enables amateurs to buy and use film anywhere.

1898 The Folding Pocket Kodak —ancestor of all modern folding roll-film cameras— is perfected and placed on the market.

1900 The dollar Brownie makes photography the sport of millions.

1903 Kodak's new easy-to-handle "non-curling" film greatly simplifies the processing of still pictures.

1913 Eastman brings out special sheet films to replace cumbersome glass plates in portraiture and X-ray work; also the first panchromatic film for motion pictures.

1918 Fast double-coated X-ray film stimulates the growth of radiology.

1923 Eastman system of amateur cinematography, with 16-mm. cameras, projectors, films, and reversal processing, makes home movies practicable.

1928 Kodak introduces first amateur motion pictures in full color.

1931 New films inaugurate use of high-speed panchromatic materials throughout black-and-white photography—snapshots at night, for example.

1932 Ciné-Kodak Eight, plus 8-mm. projectors and films, places home movies within the reach of almost everyone.

1935 Full-color Kodachrome Film becomes the gateway to the new era of color photography.

1941 Kodak introduces the first direct full-color photographic prints (Minicolor, Kotavachrome).

1942 Kodacolor Roll Film completes the photographic cycle, making it possible to get full-color snapshots with any ordinary camera—even a Brownie.

"Now I'm in my glory!" says Kate Smith...

"Singing the praises of Jell-O and Jell-O Puddings!"



6 OF MY PET JELL-O TRICKS

1. Pile sherbet glass high with shimmering Lime Jell-O cubes and colorful cantaloupe balls. **2.** Mold honeydew balls with quick-setting Orange Jell-O. Garnish with escarole and mint. **3.** Whip Cherry Jell-O. Fold in canned, crushed pineapple. Garnish with cherries. **4.** Flake Cherry Jell-O and garnish with grapefruit sections. Taste that "ripe-off-the-tree" cherry flavor? It was "locked in" by a special Jell-O process! **5.** Mold fresh, canned, or quick-frozen sliced peaches in Lemon Jell-O. **6.** Cube tart, rich Raspberry Jell-O and top with golden custard sauce!

STRAWBERRY FESTIVAL MOLD

1 package Strawberry Jell-O
1 pint hot water

Dissolve Jell-O in hot water. Turn into mold. Chill until firm. Unmold. Garnish with orange sections or white grapes. Serve plain or with whipped cream. Serves 4. For large mold, double recipe.

I *love* a clear crimson mold like this! It gives a chance to enjoy the wonderful flavor of Jell-O itself—takes me back to the sunny berry patch down home. You know, Jell-O's Strawberry, Raspberry, and Cherry flavors seem better than ever to me these days. Richer, with a real fresh-picked taste. And they tell me it's because they've found a way to artificially enhance the flavor and then keep it "locked-in."

CUCUMBER TANG SALAD

1 package Lime Jell-O
1 pint hot water
2 teaspoons vinegar
½ teaspoon salt
1 cup diced cucumber
½ cup chopped sour pickles

Dissolve Jell-O in hot water. (No boiling water is needed.) Add vinegar and salt. Chill—and remember that Jell-O sets quickly. When slightly thickened, fold in cucumber and pickles. Turn into ring mold; chill until firm. Unmold. Garnish with salad greens and radish roses. Fill center with chicken or fish salad. Serve with mayonnaise. Serves 6.

7 GRAND JELL-O PUDDING IDEAS

1. Turn Jell-O Chocolate Pudding into baked pie shell. Garnish with whipped cream. You'll love that rich, deep Walter Baker chocolate flavor! **2.** Top Jell-O Butterscotch Pudding with whipped cream and toasted cocoanut. Taste the real old-time brown-sugary, buttery goodness? **3.** Alternate layers of delicate, smooth Jell-O Vanilla Pudding and quick-frozen strawberries. **4.** Garnish Jell-O Vanilla Pudding tart with orange sections and maraschino cherries. **5.** Flavor Jell-O Vanilla Pudding with grated orange rind. Garnish with orange rind and green maraschino cherries. **6.** Serve Jell-O Chocolate Pudding with cream. "Like Grandma's—only more so!" **7.** Fill parfait or sherbet glasses with half Chocolate, half Vanilla Pudding . . . two heavenly contrasted flavors!



JELL-O FLAVORS:

Orange, Strawberry, Raspberry, Cherry, Lemon, Lime, and Cola

(Cola Flavor not yet available West of Rockies.)

JELL-O PUDDING FLAVORS:

Chocolate, Vanilla, Butterscotch

Jell-O—A trade-mark owned by General Foods Corporation.

"When I heard," says Kate, "that this year I was to tell my evening radio audience about Jell-O and Jell-O Puddings, I was tickled pink!

"Because you know me, folks—I love to eat real luscious food . . . and I love to talk about it. And when I think of all the marvelous things that can be made with Jell-O and Jell-O Puddings—I could write a book! (Maybe I will one of these days.)

"Anyway, I've been having more fun! I've been rounding up my favorite recipes and figuring out new tricks and recollecting some perfectly delicious combinations I've had at my friends' houses. There are a few here on this page—I'm crazy about every one of them! And there'll be more coming, both here and on the air Friday nights. Do try 'em!"

BACK AGAIN! The Kate Smith Hour—every Friday evening, entire Columbia Network—8:00 EWT . . . 7:00 CWT . . . 6:00 MWT . . . 9:00 PWT. And—"Thanks for listenin'!"

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MARIA MONTEZ, WITH A WHITE PARROT AS A CHAPERONE, COMES OUT OF HER TENT IN "ARABIAN NIGHTS." MARIA WENT TO SCHOOL IN A CONVENT IN THE CANARY ISLANDS

MARIA MONTEZ

In "Arabian Nights" she does the Dance of the Single Veil

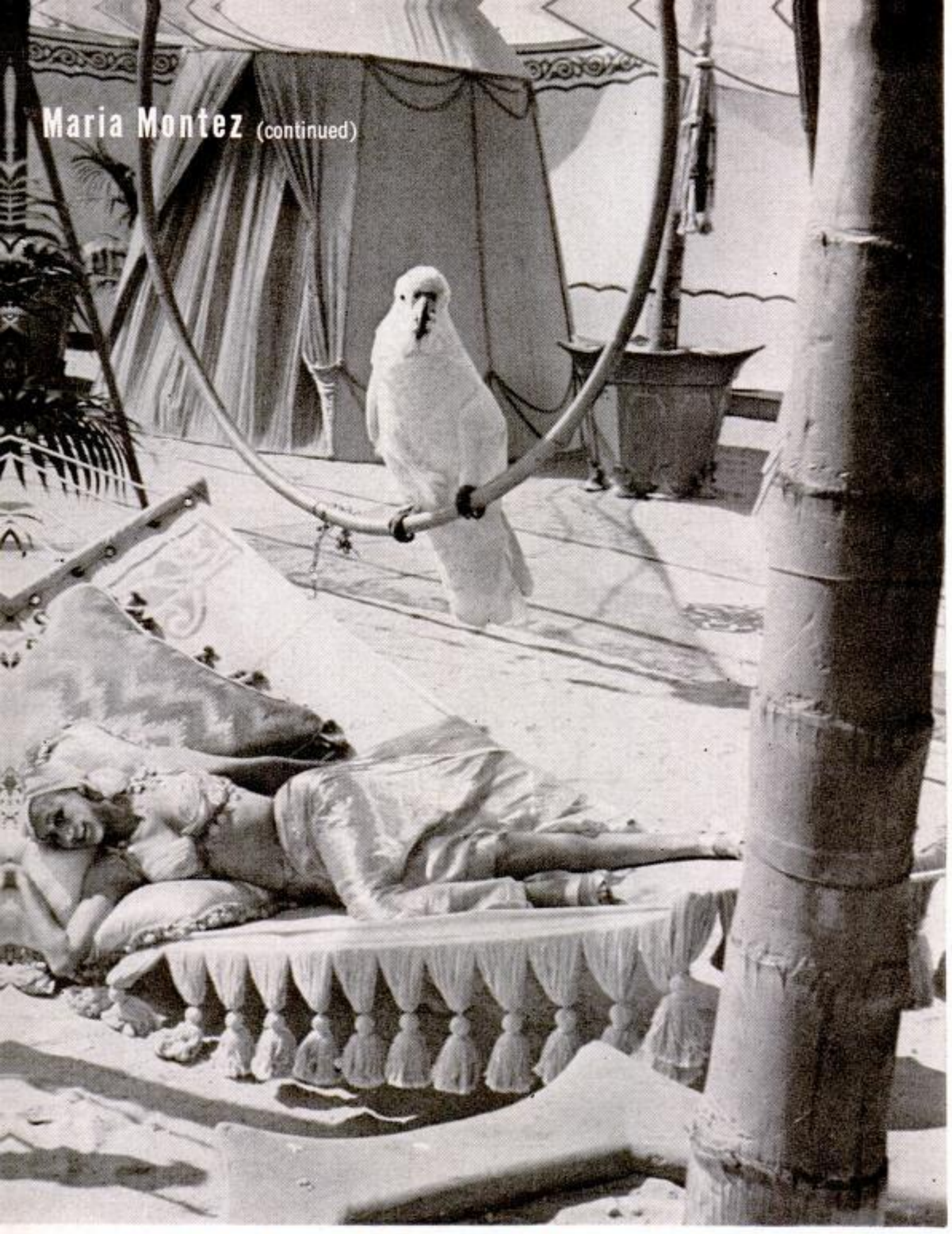
Red-headed Maria Montez from the Dominican Republic has already appeared in LIFE as a prominent Hollywood sweater girl (April 14, 1941). When the Hays Office outlawed tight sweaters, law-abiding Maria simply took off her sweater and appears as you see her above in *Arabian Nights*, a new Walter Wanger movie to be released next month by Universal.

As a tempting Arabian dancing girl, Maria does a variation of the old seven-veil dance, known as the Dance of the Single Veil. Her part also requires her to be imprisoned in a harem guarded by leopards, and to escape with Jon Hall on horseback over a 24-ft. bed. By such feats, Maria says she is determined to win an Academy Award in the next five years. She usually gets what she wants because, as she often announces, "I am very stubber'—and when I am very stubber', I scream." Maria is now lined up for some more heavy tempting in *White Savage* and *Cobra Woman*.

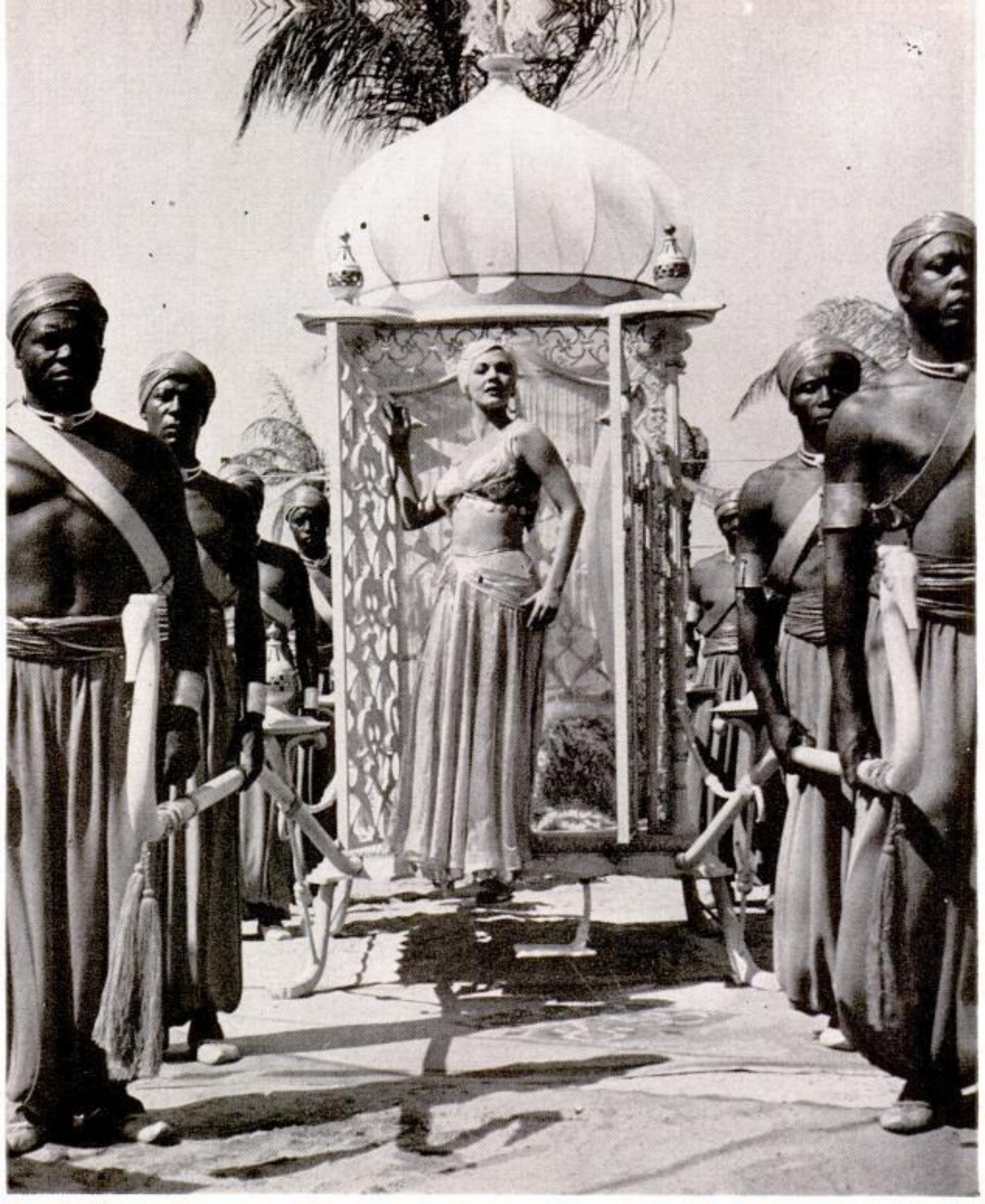
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Maria Montez (continued)



MARIA IN HER HAMMOCK IS GUARDED BY A PARROT WHO SCREAMS AT INTRUDERS



MARIA COVERS GROUND IN THIS FANCY ORIENTAL HOWDAH CARRIED BY EIGHT BLACK GIANTS

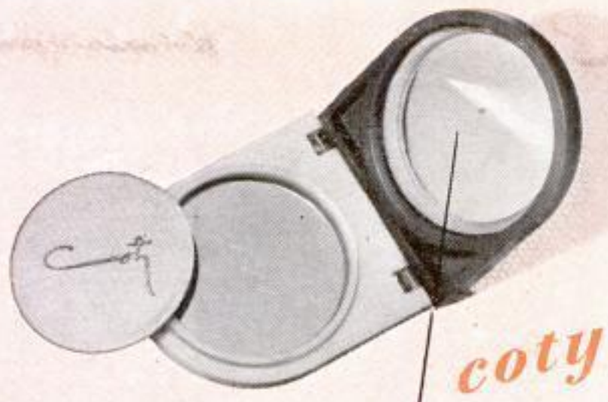
IN CENTER OF FOUR HAREM BEAUTIES MARIA SHOWS OFF BEFORE THE CALIPH. THIS TENTED CITY ON UTAH'S CORAL SAND DUNES IS PARADISE FOR PRESS AGENTS AND CAMERAMEN



coty "sub-tint"

coty "air-spun" rouge







for natural beauty

coty "sub-deb" lipstick

coty "air-spun" face powder

Compounded and Copyrighted by Coty, Inc. in U. S. A.

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"Er, just what sort of Munsingwear did you have in mind?"

Open Threat

HAVE you noticed how people who used to tell you the inside facts of the Hess flight, bright sayings of their children, or the complete story of the movie you had planned to see tomorrow night, have another subject of conversation? Now it's underwear, and that's where I come in! I yield to no one in my admiration of Munsingwear. I'll match my private satisfaction with what I wear against anybody's enthusiasm. But what I object to is people who have only recently discovered Munsingwear acting like Balboa taking possession of the Pacific or Robert Fulton paddling about in his steamboat.

From now on, folks who breathlessly inform me of the joys of Munsingwear and how nice and warm it keeps them, are going to get a surprise. I'm going to *show* them MINE, so help me! I'm going to stand there (and I don't care where "there" happens to be) and I'm going to say, "Look here, my foul-weather friends, you are gazing on a person who knows Munsingwear from fore to 'STRETCHY-SEAT'*—top to bottom—thick to thin. So please cease, desist, refrain and shut up." And I doubt that they will.

—CONSTANT WEARER

*Trade-Mark

PAGING MUNSINGWEAR

Suggestion

FORGIVE us, Madam, if we gape,
But something's happened to your shape.
There are bumps where no bumps should be.
You'd be wise, indeed you would be,
To give a thought (won't hurt a bit)
To Munsingwear—it's knit to fit.

—BARD BOY

Lines of Warmth

CHEERFULLY I give up pleasures,
Cut down sugar, tea and gas.
Patriotically I purchase
All the bonds I can a-mass.

I can get along on little.
(That, of course, is only fair.)
All I say is, "Next to nothing
I must have my Munsingwear."

—ADA MANT

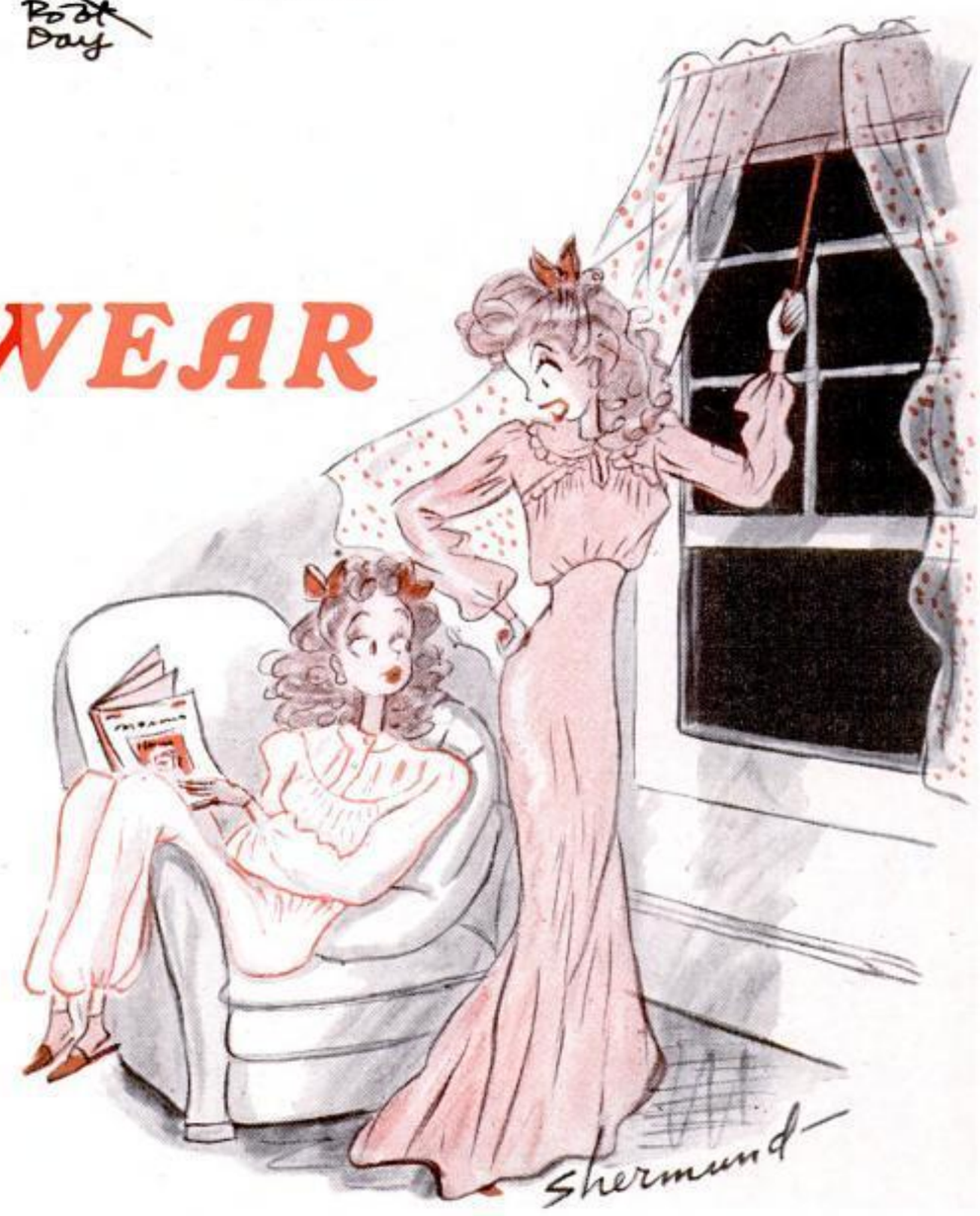
3rd Quarter

I'M COLD—darn near frozen—
From waistline to knees
And escorts who don't
Give a thought to the breeze
Can go fly a kite—
Do whatever they please.
I've had enough.

It's all right with me
If they *don't* block that kick.
They can make sixty points!
Just get me out quick.
Of perishing afternoons
I'm plenty sick.
Winds play too rough.

And yet, to be honest,
I have to admit
The fault is all mine.
I'm just a dim-wit!
Why didn't I buy
Some Munsingwear Knit?
That's just the stuff!

—DEBBIE McPROM



"Wouldn't you know! A blackout just when we're in our new Munsingwear!"



Come on in, the Winter's fine...in Munsingwear

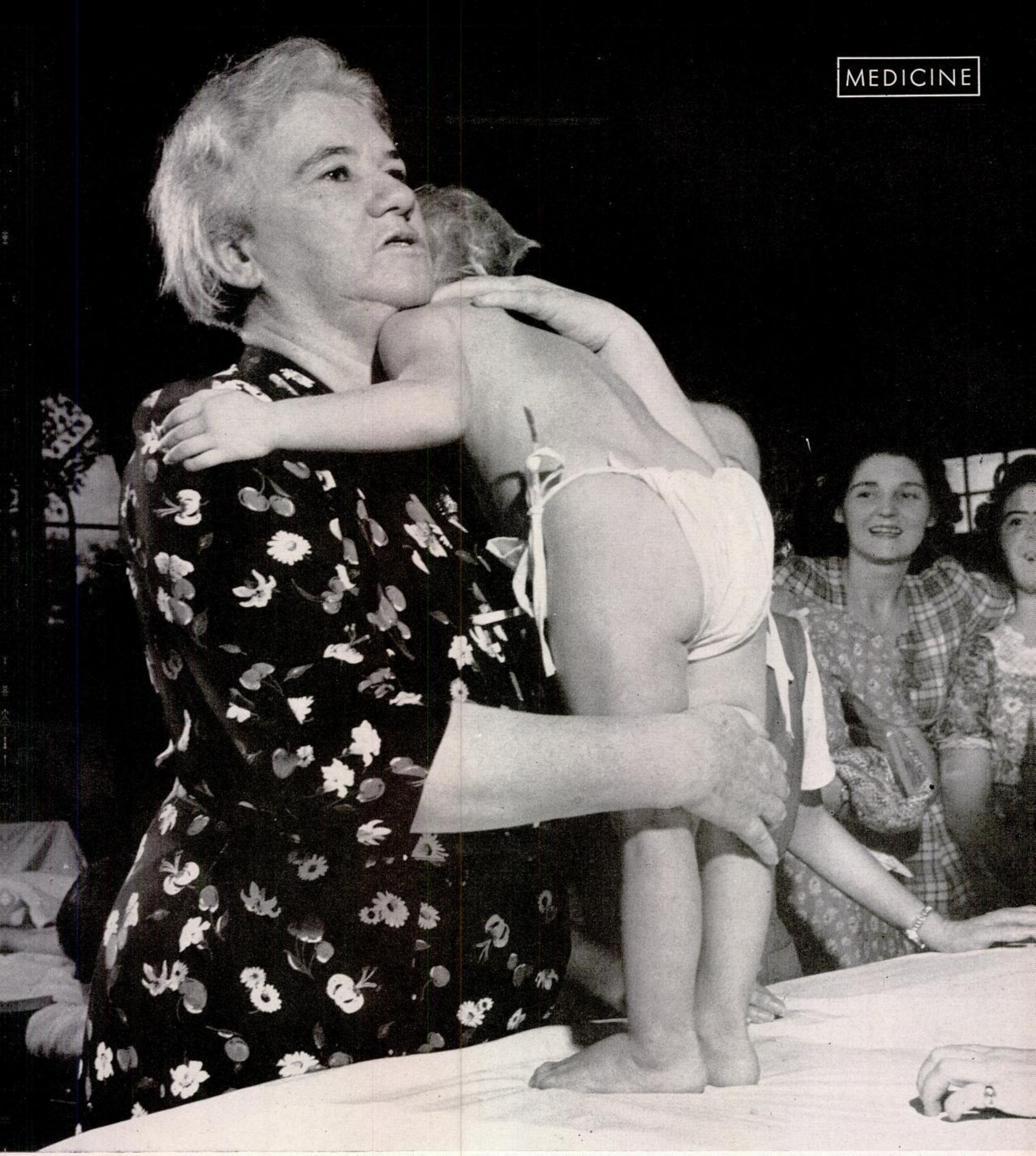
Dept. of Facts and Figures

JUST as you suspected, sooner or later we were bound to get around to a few details of Munsingwear. Don't go way, now. They're interesting. *For men and boys* Munsingwear makes "Underalls,"* knitted SKIT-Shorts, Trunks, Longies, SKIT-Winger Shirts, athletic shirts, or long-sleeved shirts to match, Balbriggan "Slumberalls"*... makes them well, makes them comfortable, makes them to last.

For women and girls Munsingwear makes warm knit "Ponies"* in cotton and rayon and wool; knit rayon panties and vests; "Dream-Maker"* nightgowns and pajamas in warm knits; sports undergarments . . . in various weights and unvarying quality. MUNSINGWEAR,† INC., Minneapolis, New York, Chicago, Los Angeles.

*Trade-Mark †Reg. U. S. Pat. Off.

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WITH PATIENT AS MODEL, SISTER KENNY LECTURES TO LITTLE ROCK, ARK. NURSES ON HER METHOD FOR ACTIVE TREATMENT OF INFANTILE PARALYSIS IN THE ACUTE STAGE

SISTER KENNY

Australian nurse demonstrates her treatment for infantile paralysis

Last month to Little Rock, Ark. went Sister Elizabeth Kenny of Brisbane, Australia, to put her treatment for infantile paralysis to the test of a typical local U. S. epidemic. In radical departure from hitherto accepted methods, she wrapped her patients' aching backs and limbs in woolen cloths wrung out in hot water. As soon as pain subsided, she gave them passive exercise, then taught them to exercise their muscles by themselves. Early reports from Little Rock already promise another success for Sister Kenny's method. Not a cure for the disease, her method is the most effective yet devised to minimize deformities.

Sister Kenny worked out her system on her own in an epidemic in an Australian bush town 30 years ago. It has taken her lifetime since to win medical approval. Today, an Australian national hero, she is teaching her method to U. S. doctors and nurses, backed by the National Foundation for Infantile Paralysis.

CONTINUED ON NEXT PAGE

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DETROIT

★

The National Bank of Detroit, acting on behalf of the United States Treasury, has issued more Defense and War Savings Bonds than any other bank in America. We understand that the other Detroit banks rate proportionately high in this endeavor.

These bonds have been purchased by the men, women and children of Detroit, from every walk of life, and every income bracket. This performance tells its own story.

★

NATIONAL BANK OF DETROIT

Complete Banking and Trust Service

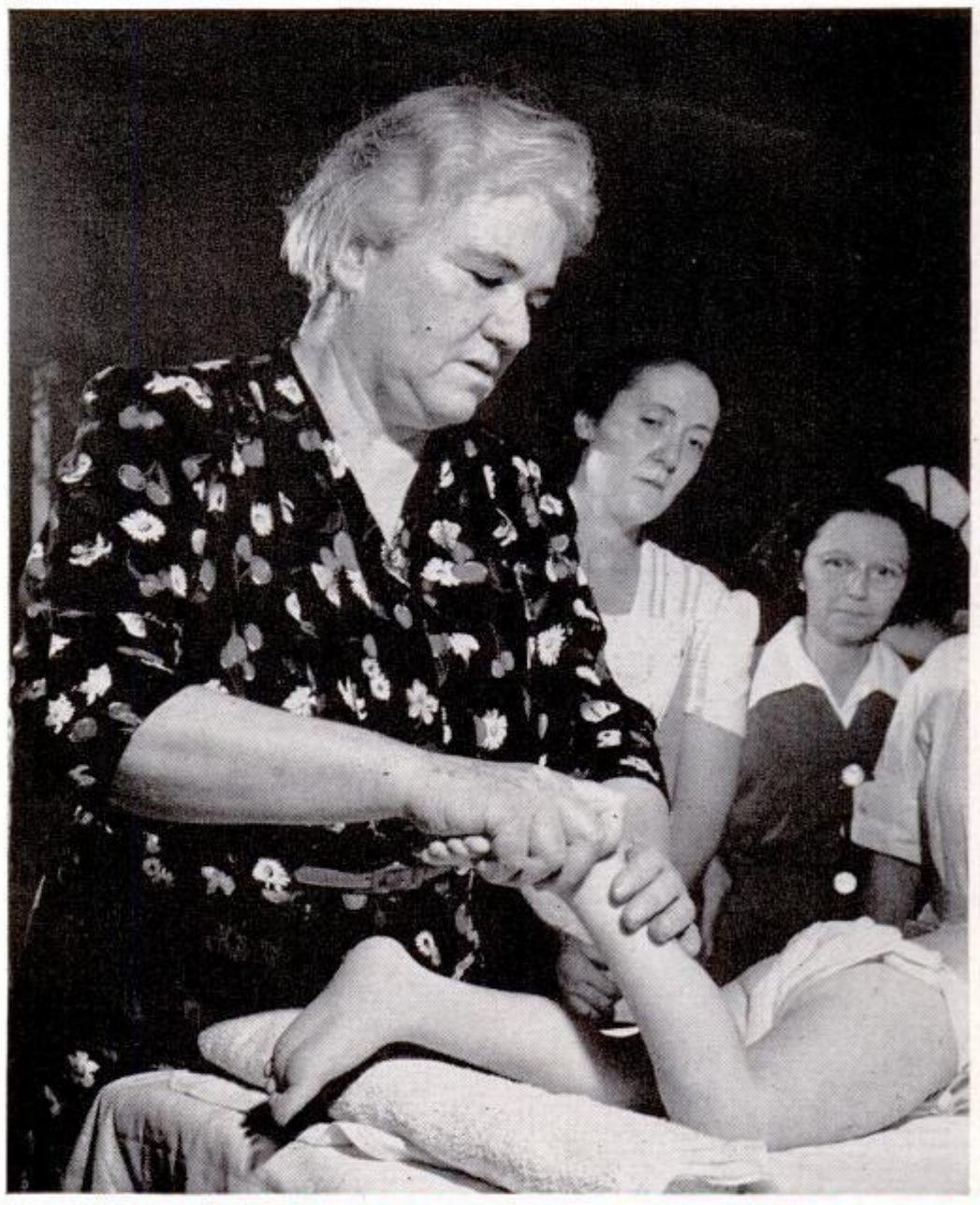
Sister Kenny (continued)



SISTER KENNY SHOWS HOW TO GIVE PASSIVE EXERCISE TO THE BACK MUSCLES

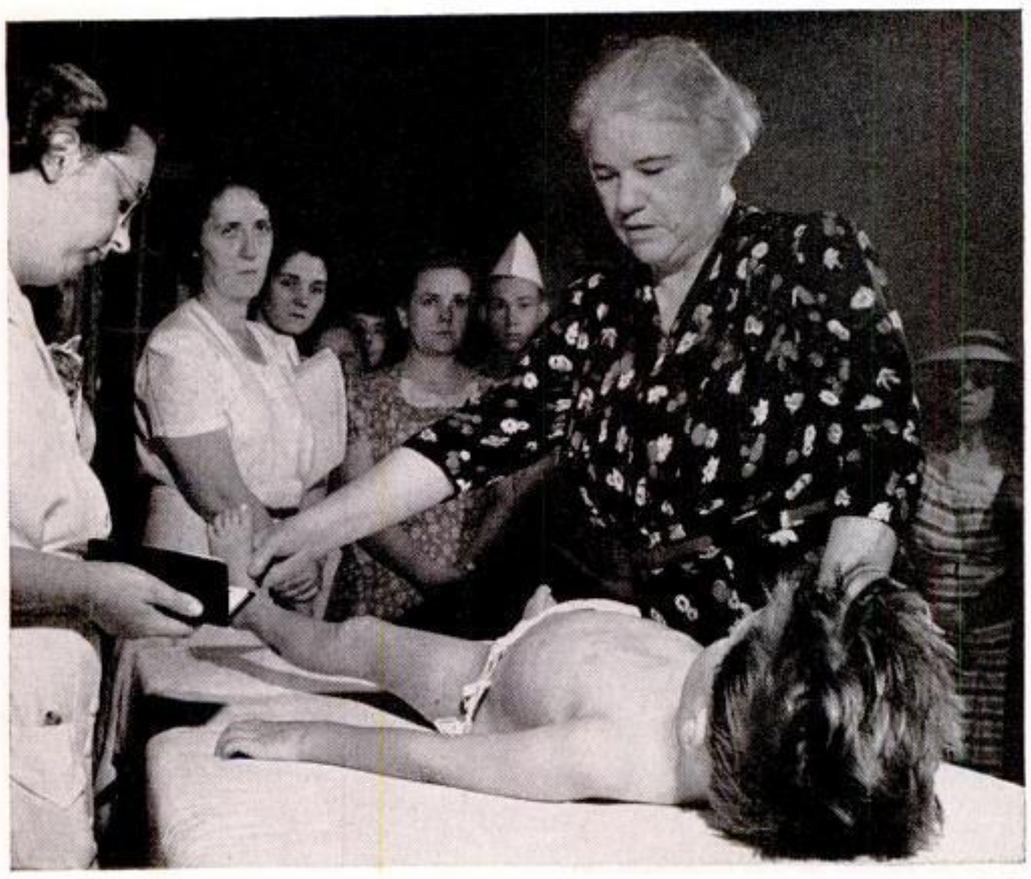


SHE PUSHES BACK KNEE TO GIVE FULL FLEXION TO LARGE MUSCLES OF THIGH

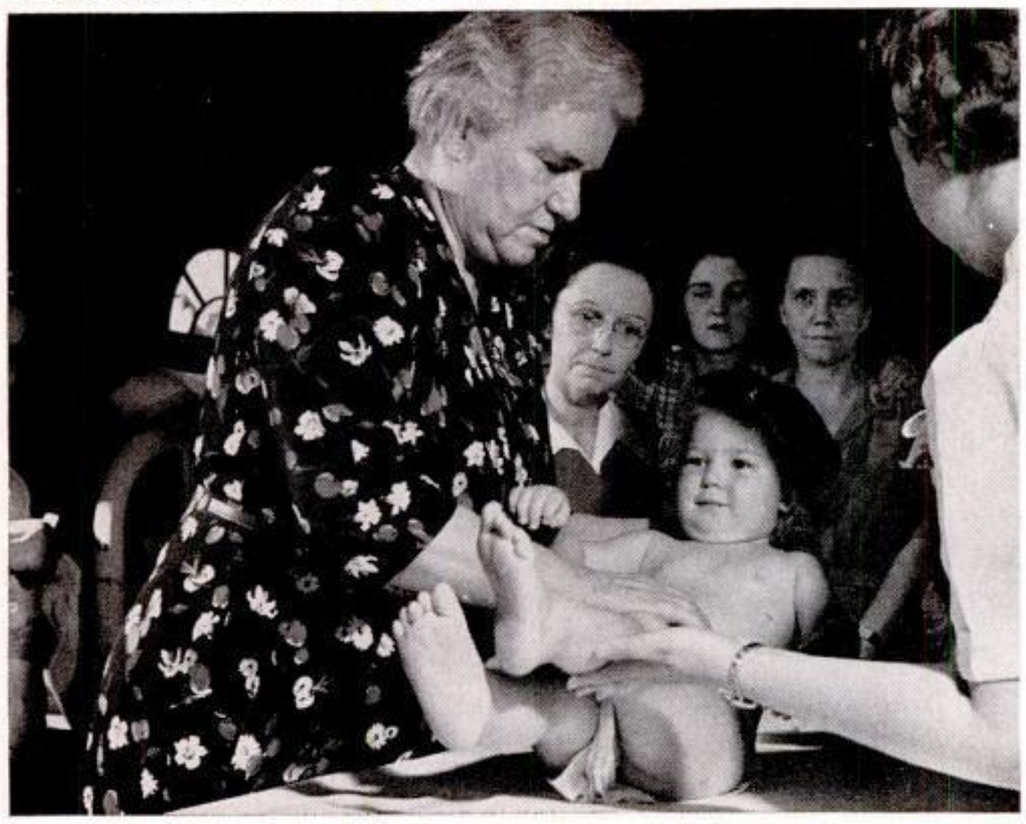


SHE ROTATES PATIENT'S FOOT TO RE-ESTABLISH TONE OF MUSCLES IN ANKLE

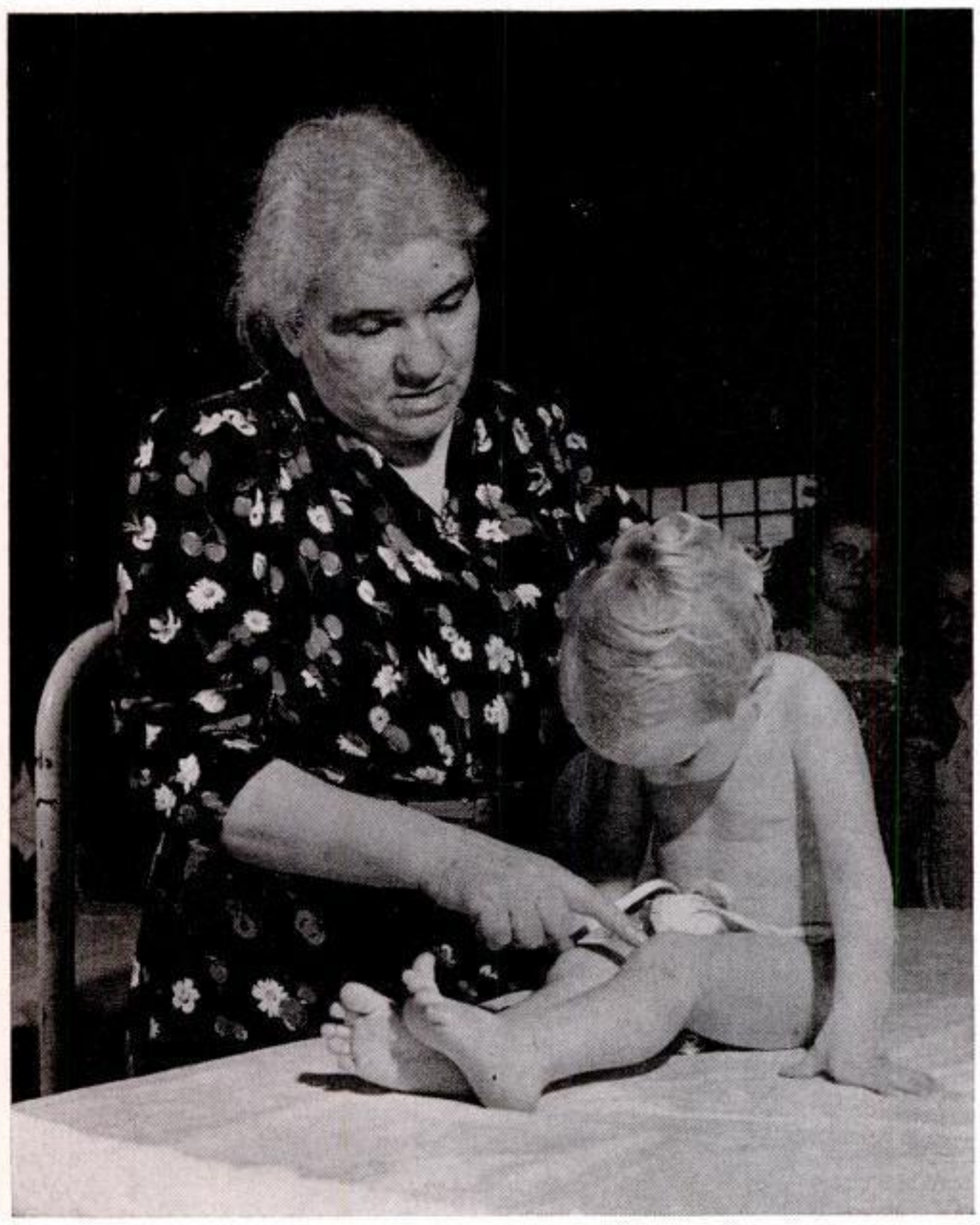
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SISTER KENNY PROMPTS PATIENT IN RELEARNING THE USE OF LEG MUSCLES



MUSCLES OF ABDOMEN ARE PASSIVELY FLEXED BY RAISING BODY AND LEG



IN RE-EDUCATION SHE TELLS PATIENT TO CONCENTRATE ON KNEE MUSCLES

CONTINUED ON PAGE 77

Remember the man who married your wife?



Remember yourself as you were when you got married?

Chances are,  you never used to miss an anniversary or birthday.

If you had to be away, you wrote more letters home than you do now. And you hadn't forgotten, then, that a woman gets a funny, very special thrill from flowers that she gets from no other gift on earth.



For her next anniversary or birthday or just for fun— send her flowers. It's easy—whether she's around the corner or a thousand miles away. Just see—or phone—a florist who displays the F.T.D. (Florists' Telegraph Delivery) emblem. He'll do the rest.

He'll prove, with the finest, freshest flowers, that you're still the same swell guy she married years ago. 



When you're away—"Say it with Flowers"—by wire!

FLOWERS - BY - WIRE
AUTHORIZED FLORISTS' TELEGRAPH DELIVERY SHOP

IMPORTANT: Both the shop that takes your order and the shop that delivers it are bonded to give you fine flowers and fine service—when you order through F.T.D., the Florists' Telegraph Delivery Association. So, when you wire flowers, look for the F.T.D. emblem. It's your guarantee of satisfaction.

Copyright 1942, Florists' Telegraph Delivery Association

FLORISTS' TELEGRAPH DELIVERY ASSOCIATION

Detroit, Michigan, U. S. A.

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"We birds are experts! Just ask us Why Happy Blending rates A-plus"



1. Our life is one long bill-and-coo—
What else have Lovebirds got to do?
Do *we* know Happy Blending? Look—
We're the birds who wrote the book!

2. So lend an ear, sir, while we tell
Why CALVERT'S Happy Blend is swell—
Why whiskey traits that merge and match
Make CALVERT better—down the hatch!





3. For whiskey traits don't all agree—
Some get along; some fight, you see.
So CALVERT scraps the scrappers, *quick*—
And weds just *happy* traits that click!

4. Here's *every* quality you seek—
That's why this whiskey is unique.
So ask for CALVERT . . . now . . . tonight!
A single sip will *prove* we're right!

Clear Heads Choose Calvert



THE WHISKEY WITH THE "HAPPY BLENDING"...

Calvert Distillers Corporation, New York City. BLENDED WHISKEY Calvert "Reserve": 86.8 Proof—65% Grain Neutral Spirits . . . Calvert "Special": 86.8 Proof—72½% Grain Neutral Spirits

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Sister Kenny (continued)



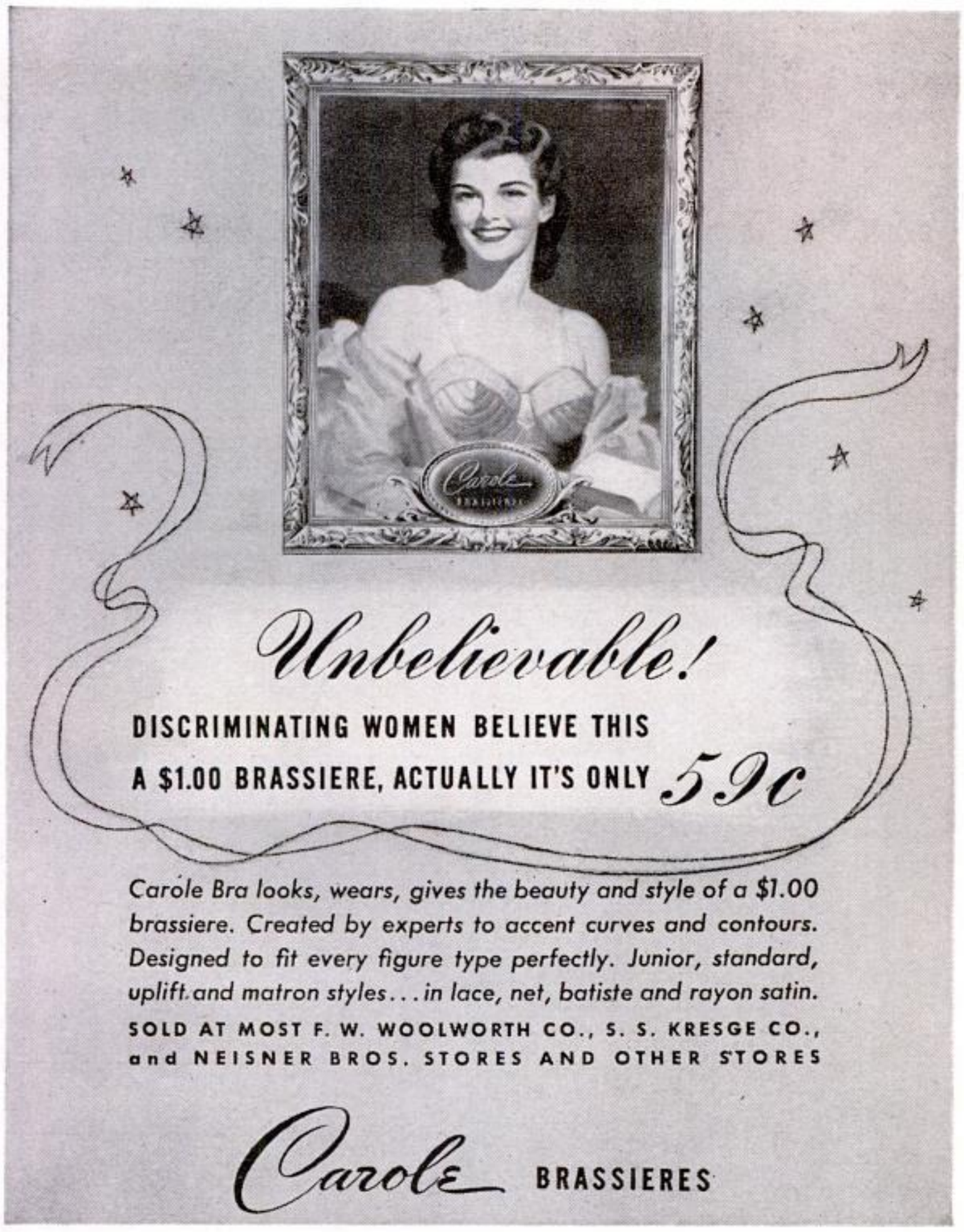
Hot wet blankets, called "foments," are applied wherever patient feels pain or muscle spasm is detected. Heat relieves spasm and materially reduces suffering of patient.



Passive exercise, in Sister Kenny's radical method, begins in acute stage of the disease. Previous systems emphasized keeping the patient still, even to extent of plaster casts.



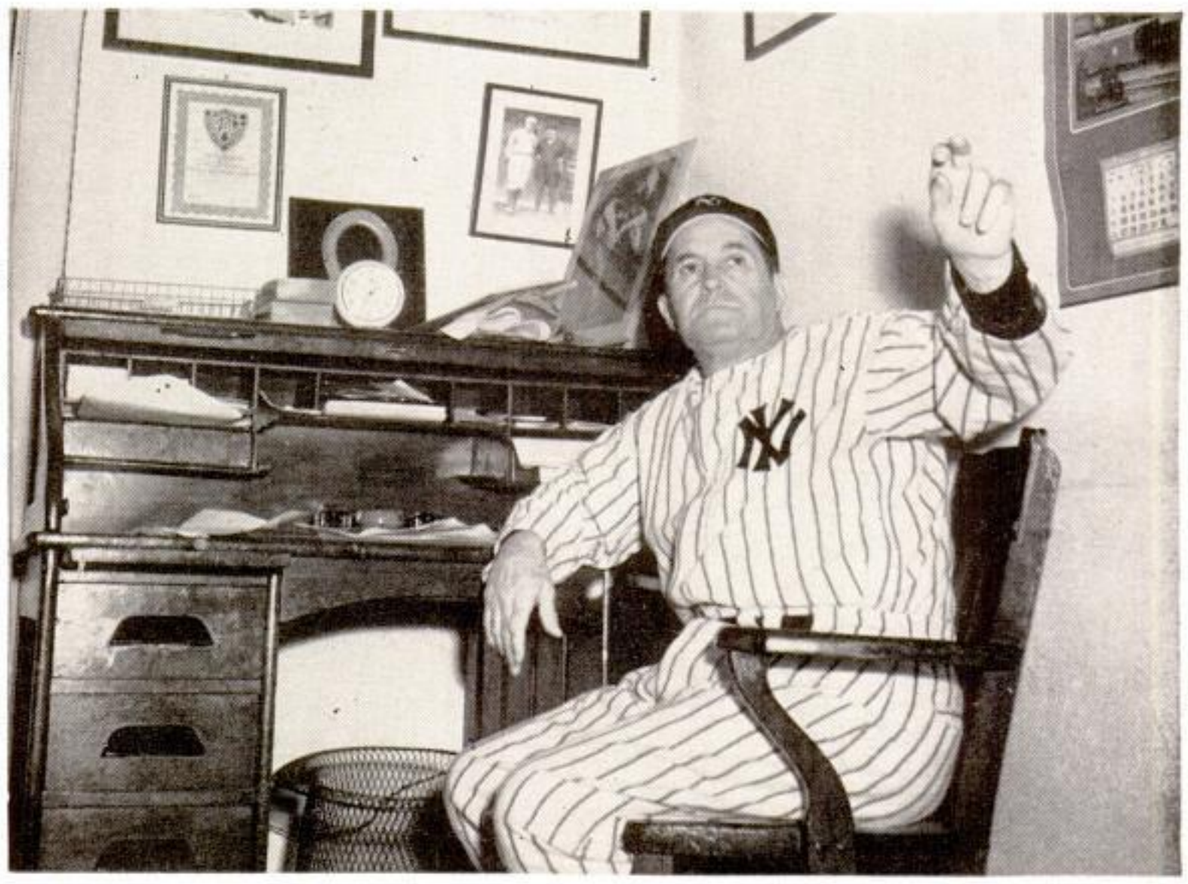
Footboards are placed at the end of the bed and patient is urged to press feet against them. Two Little Rock children have gone home; full recovery is expected for 80%.





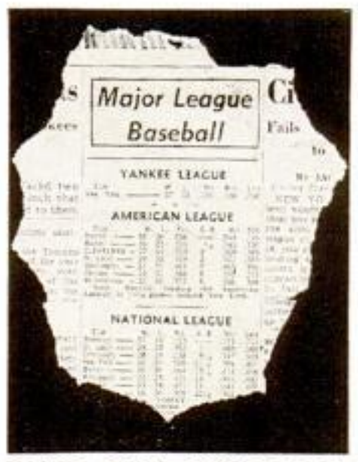
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THIS AFTERNOON TABLEAU AT YANKEE STADIUM MEANS HARD WORK FOR PITCHERS. AT THE PLATE STANDS JOE DIMAGGIO WHILE CHARLEY KELLER WAITS



MANAGER JOE MCCARTHY HAS LED THE YANKEES TO VICTORIES IN SIX WORLD'S SERIES

YANKEES WIN PENNANT EARLY AND QUIETLY AS NATIONAL LEAGUE RIVALS SLUG IT OUT

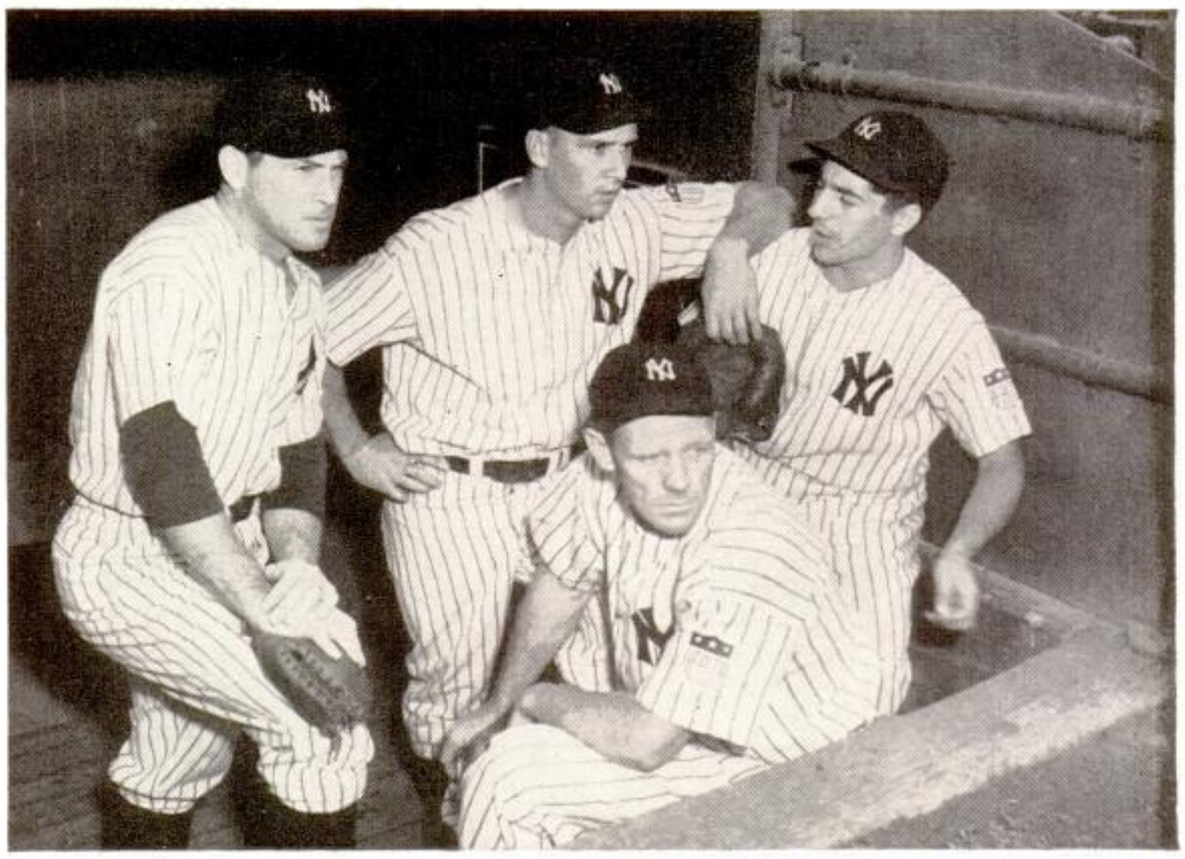


YANKS HAVE OWN LEAGUE

Last week, while the frenetic Brooklyn Dodgers and St. Louis Cardinals scuffled for the National League pennant (*see p. 80*) the New York Yankees quietly won their sixth American League championship in seven years. They had still nine games to play, but their closest competitor, the Boston Red Sox, now had been mathematically eliminated.

The current era of Yankee successes is not fortuitous, but the product of a generation of planning and hard work. Unlike most other big-league teams, the Yankees get few ready-made big-leaguers by purchase and barter, but concentrate on developing young players on farm teams like the Newark Bears and Amsterdam Rugmakers, shown on opposite page. The efficacy of the Yankee method has been the despair of other teams. To a few sportswriters it has even put them in a fictional league by themselves (*see inset*).

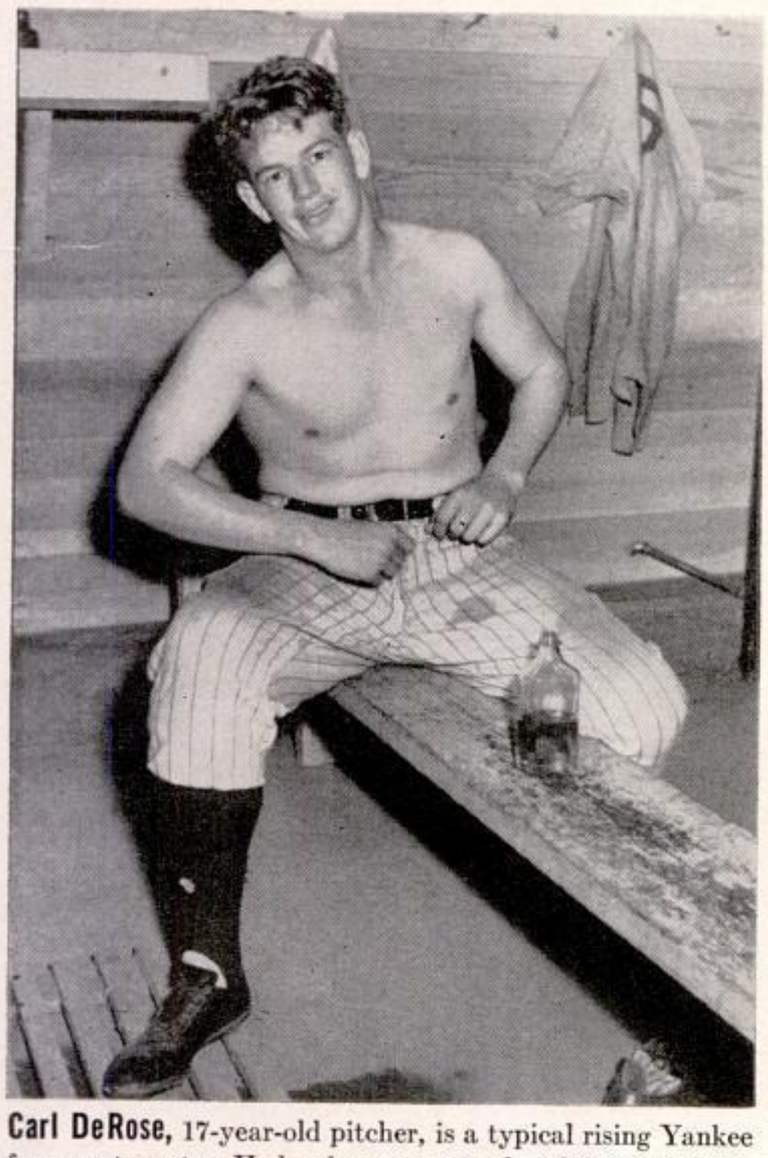
This season the Yankees have had no superman to carry them to the championship, but have bowled over opposition by irresistible consistency in pitching, fielding and hitting. Joe DiMaggio, their great outfield star (*at the plate, left*), is having his worst season, but still terrorizes opposing pitchers. Perhaps the most important single factor in the Yankees' success has been their marvelous defensive combination around second base: Phil Rizzuto and Joe Gordon, the major leagues' best practitioners of the double play, the hallmark of a fine infield.



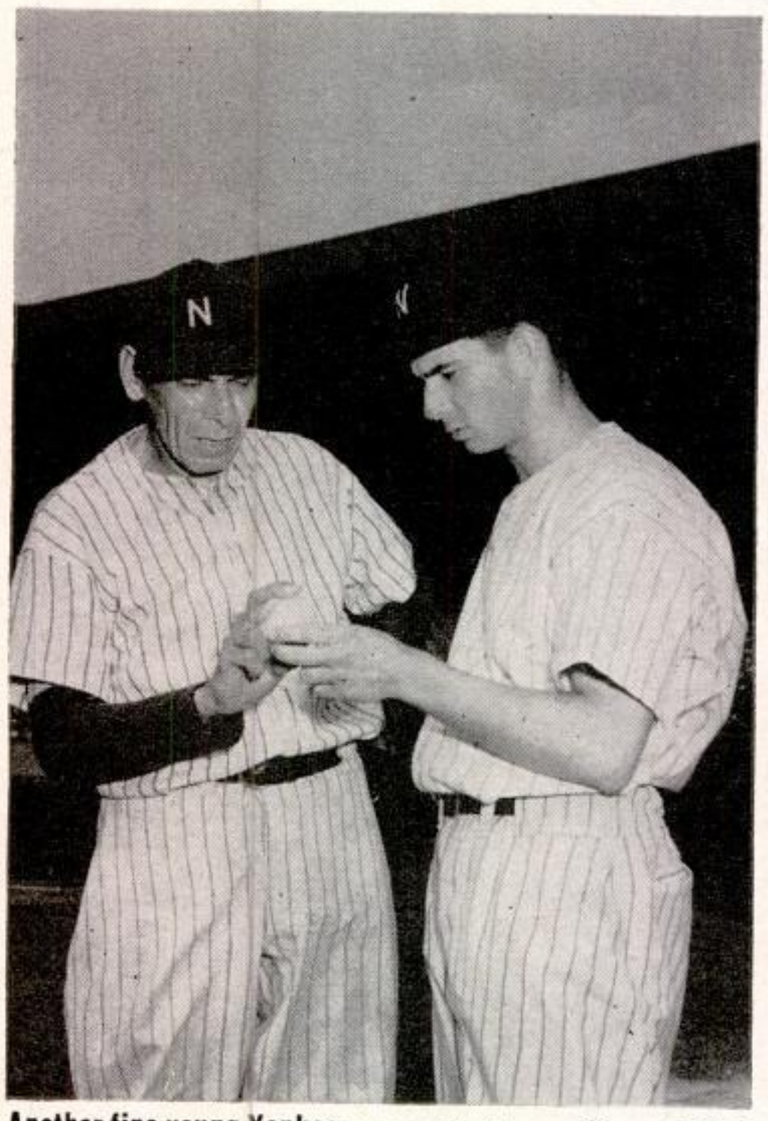
Yankee infield: Buddy Hassett, 1B, Joe Gordon, 2B, "Red" Rolfe, 3B, Phil Rizzuto, SS. Tight defensive play in the infield is a major factor in the success of any team. The Yankees have the best.

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AMSTERDAM (N. Y.) RUGMAKERS, A YANKEE FARM IN A CLASS C LEAGUE, MOLD FUTURE YANKEE STARS. LIKE YANKEES, THE RUGMAKERS HAVE WON CHAMPIONSHIP IN THEIR LEAGUE



Carl DeRose, 17-year-old pitcher, is a typical rising Yankee farm-system star. He has been compared with Bobby Feller.



Another fine young Yankee prospect is Tommy Byrne (*right*) from Newark farm. Byrne listens to Coach "Chief" Bender.



Lou Gehrig's bust in Yankee Stadium anteroom is a symbol of the legendary aura around the heroes of past Yankee teams.

CONTINUED ON PAGE 80

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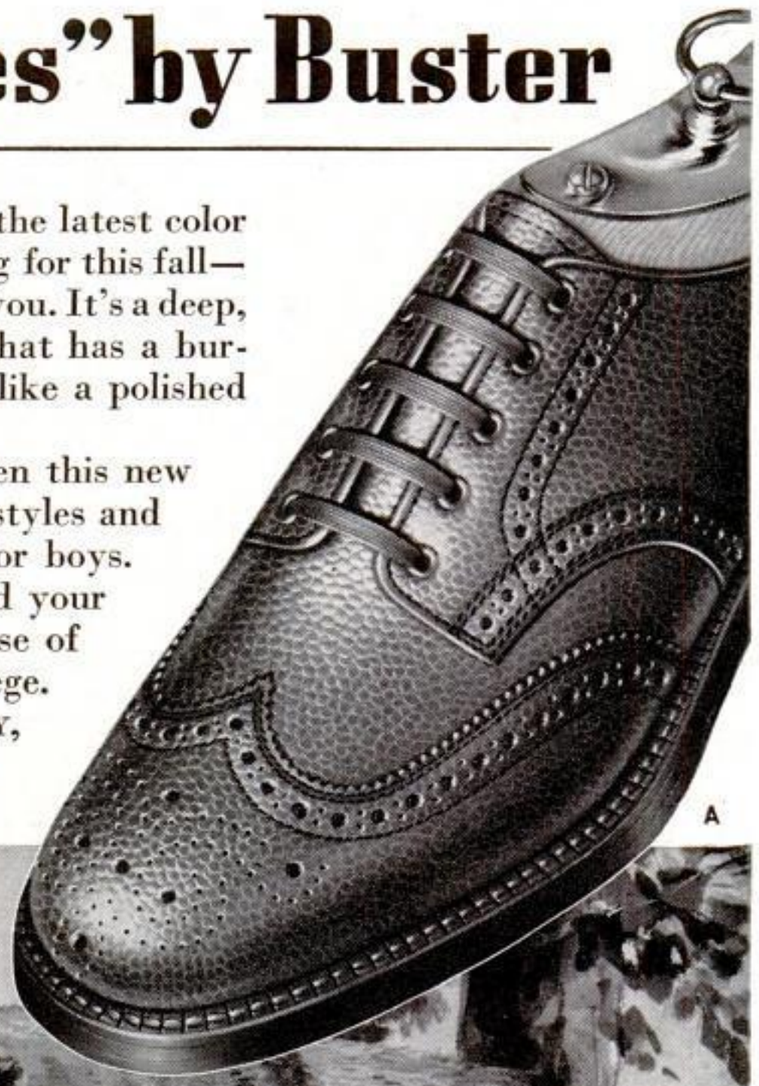
Boys! Here's your He-man Color in shoes for Fall-

"Grizzlies" by Buster



Boys, here's the latest color men are going for this fall—all ready for you. It's a deep, rich brown that has a burnished glow like a polished acorn.

We've taken this new color and men's new fall styles and made up shoes in sizes for boys. Get a pair and you'll find your feet dressed just like those of men in business or college.
BROWN SHOE COMPANY, Manufacturers, St. Louis.



A





B

C

A—College Style, Hand-Rubbed Scotch Grain, Double Sole, Hand-Flexed, E309.
B—Popular Moccasin Pattern, Hand-Stained Birdseye Grain Leather, Double Sole, Hand-Flexed, E306.
C—Seamless Military Blucher, Authentic Design, Dark-Toned Gola Leather, Hand-Flexed, E308.

See them at your Buster Brown or Robin Hood dealer.

SIZES 1 to 6	
BUSTER BROWNS	$5 to $6
ROBIN HOODS	$3 to $4.50

BUSTER BROWN
MEN'S STYLE SHOES FOR BOYS

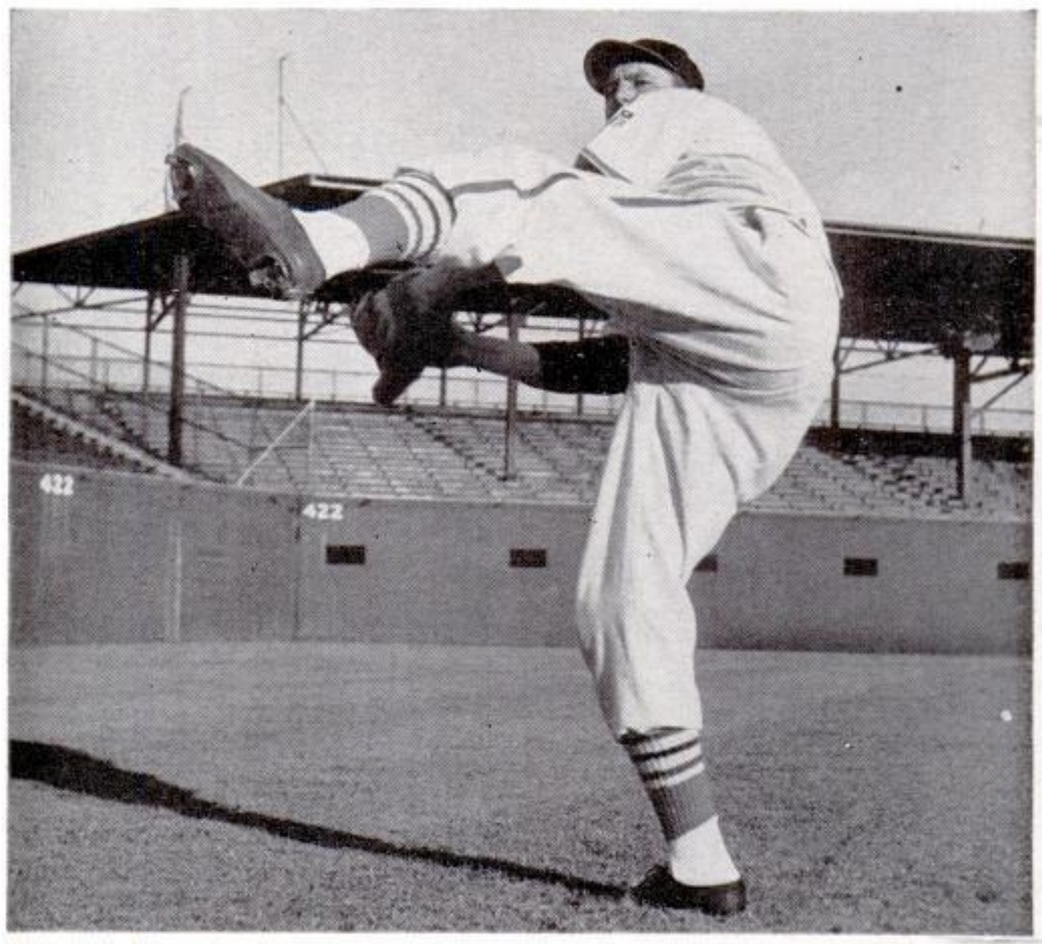
***Also shown in* ROBIN HOOD SHOES**
***and* BUSTER BROWN OFFICIAL BOY SCOUT SHOES**

BROTHER BATTERY PACES CARDINALS TO TOP

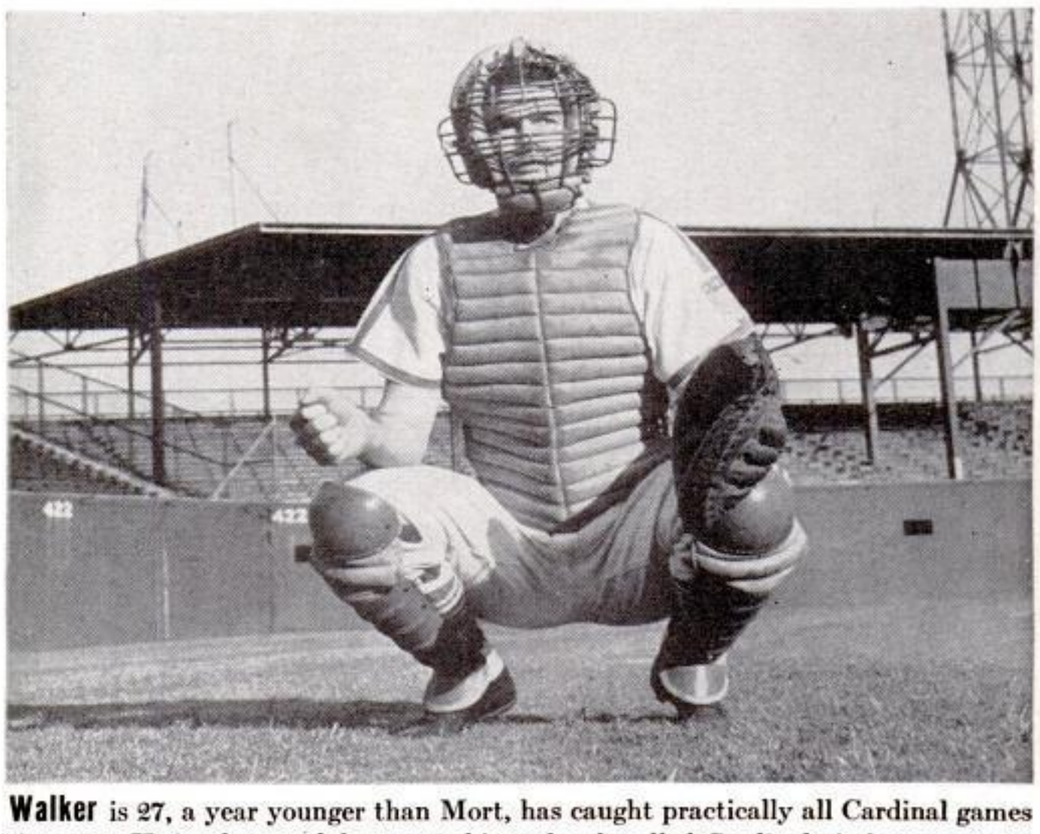
The big news to National League rooters last week was the brawl for first place between Dodgers and Cardinals. Paced by their famous brother battery, Mort (pitcher) and Walker Cooper (catcher), Cardinals in a month had ground an imposing Dodger lead into a deficit.



Walker Cooper (*left*) and Mort Cooper (*right*) rest in the dugout with Cardinal Manager Billy Southworth before night game. Both Coopers came from Cardinal farms.



Mort winds up for a fast pitch. On Sept. 11 he pitched crucial game of Cardinal drive to overtake Brooklyn, shutting out the Dodgers. The next day the teams were tied.



Walker is 27, a year younger than Mort, has caught practically all Cardinal games this year. He is a long and dangerous hitter, has handled Cardinal pitchers astutely.

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The Little Man Who's *Always* There

IF you've had difficulty getting your favorite flavor of Karo Syrup, here's the little fellow who is responsible. He has had little to do with stepping up the *quantity* of Karo America is demanding; but he has everything to do with keeping up its *quality*.

While Karo is widely used in infant feeding, babies actually consume only a small part of the millions of pounds produced every year. But *any* single drop of Karo may find its way into a baby's bottle. So, *every* drop of this delicious, nutritious syrup must be of the highest purity. Keeping up this standard of quality keeps down the quantity we can produce.

Our great syrup plants are operating at full speed 24 hours every day. And still the Army, the Navy and the housewife call for more and more as hard-fighting, hard-working Americans turn to Karo for sweetness, for flavor, for quick-energy.

So if you cannot always buy Karo, please be patient. Remember that when you *do* buy genuine Karo, it is the same pure, nutritious syrup you have always enjoyed.

Because there is no substitute for quality, there never can be a "substitute" for Karo.

CORN PRODUCTS REFINING COMPANY
17 Battery Place • New York, N. Y.



KARO IS RICH IN DEXTROSE...FOOD-ENERGY SUGAR

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CHANGELESS



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IN A WORLD OF CHANGE



YOU DON'T mind having "cuffless" trousers or "tailless" shirts or cutting down on sugar or Sunday driving . . . *no, sir, not if it helps win the war!*

And if the makers of your pet products have to make a few war-time changes, you'll play ball, just as every other red-blooded American will *for freedom's sake!*

But with all this changing going on, it's good to remember that OLD GRAND-DAD, OLD TAYLOR, OLD CROW, OLD OVERHOLT and MOUNT VERNON are products that needn't be and *won't* be changed as long as they are bonded whiskies! For generations these names have stood for the greatest bonded whiskies in the world.

Bonded whiskies are produced under the strict provisions of the Bottled-In-Bond Act which regulates the details of storage, aging, bottling and labeling to protect the whiskey until it reaches the consumer. The regulations are rigidly enforced and there are just no "cuffs" to trim off a bottle of bonded whiskey.

The only thing that can change is the price, and that only when the Government adds war taxes.

OLD GRAND-DAD
KENTUCKY STRAIGHT BOURBON WHISKEY

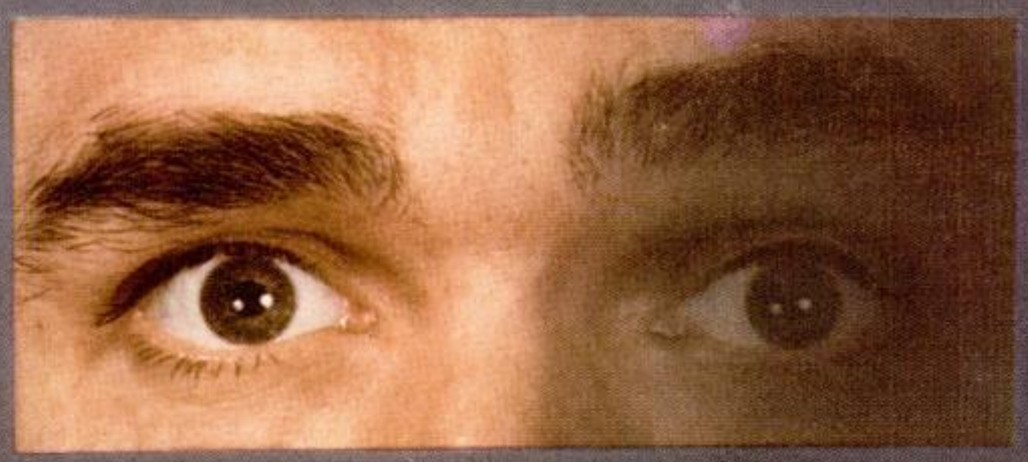
OLD TAYLOR
KENTUCKY STRAIGHT BOURBON WHISKEY

OLD CROW
KENTUCKY STRAIGHT WHISKEY—RYE OR BOURBON

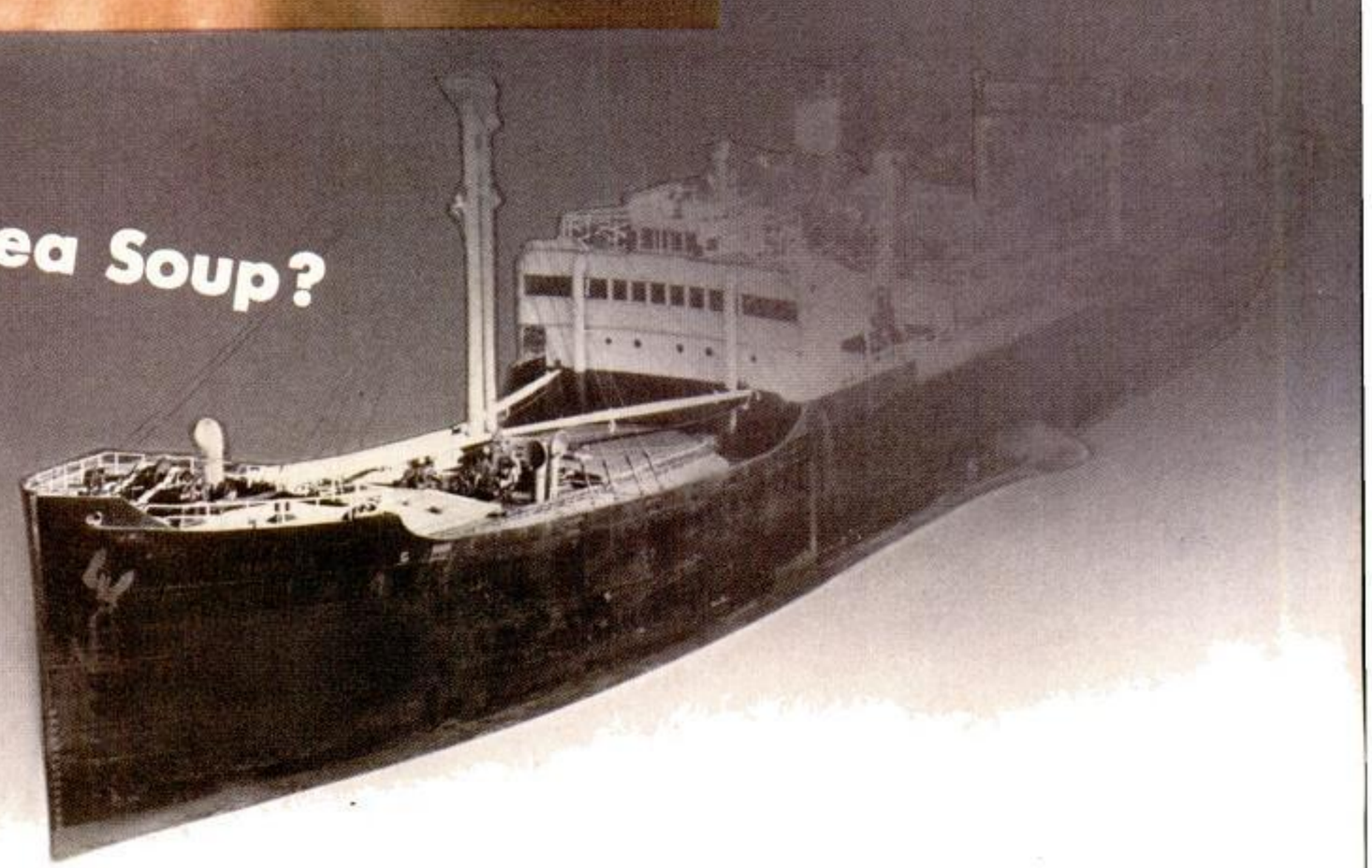
MOUNT VERNON
BRAND
STRAIGHT RYE WHISKEY

OLD OVERHOLT
STRAIGHT RYE WHISKEY

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Ever try to look through Pea Soup?



General Electric Electronic tubes will lift the fog from sky, sea, and land!

Fog coming in!

Ships crawl. Planes are grounded. Cars hug the side of the road. You can't see for the "pea soup."

But General Electric is "lifting" the fog!

Tomorrow, amazing electronic devices will tell the ship captain the position of reefs . . . permit the pilot to land blind . . . warn the locomotive engineer of danger on fog-drenched tracks, no matter how thick the whiteness.

Ship and plane and train will ride as safely in fog as in sunlight!

The exact nature of these miraculous inventions must remain a war secret. But General Electric research has already developed a thousand other electronic devices that add to your health, comfort and general well-being.

Electronic tubes, basically the same as the ones in your General Electric radio, can distinguish 2,000,000 shades of color — match lipstick, fabrics, stockings, paints. An electronically controlled welder stitches together metal parts of war planes as easily as your sewing-machine stitches cloth. By electronics, you can study the stresses in an airplane wing during a power dive, or make photographs with the correct exposure automatically determined. Your General Electric radio is an electronic instrument.

General Electric electronic equipment will some day be available to every home. Today, it is limited to businesses engaged in war activity. If you believe that electronics can be applied in your factory, write to General Electric — Radio, Television, and Electronics Department, Schenectady, New York.

GENERAL ELECTRIC

Leader in radio, television, and electronic research



Every General Electric radio is an electronic instrument

This is a General Electric electronic radio tube, similar to those used in all G-E radio sets. The miraculous electronic tubes that will "see" through fog tomorrow will be essentially of this kind.

Copyrighted material



THESE YOUNGSTERS ARE ALL SET FOR A BLITZKRIEG ON WARLIKE SCOOTERS OF NON-PRIORITY MATERIALS. THEY HAVE PIVOTING GUNS, STEER LIKE CARS AND GO LIKE THE DEVIL

WAR SCOOTERS

Miniature war machines transform peaceful parks into battlegrounds

Caravans of scooting youngsters in city parks are taking on a military aspect. A collection of scooters designed like miniature tanks, jeeps, ack-ack guns, mosquito boats, planes and scout cars has recently been put on the market. They were created by the Stensgaard Co. as a Christmas novelty. Toy buyers of leading stores to whom they were presented liked them so well that they jumped the season, put them on sale at once. Although the price range is from $20 to $40, stores in regions with fat war-industry payrolls are selling them as fast as they can get them.

Feature of these new scooters, called Mili-Toys, is the fact that they are made of non-priority materials. Metal wheels and superstructures as well as rubber tires have been eliminated. Scooter bodies are of tough Masonite and wood. Wheels are made of hard dehydrated maple. Since the war scooters have realistic gun-noise ratchets, peaceful park strollers are in for a beating.

CONTINUED ON NEXT PAGE

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Super Ack-Ack Gun has many gadgets which make it sound and act like a real gun. Among these are a gun-elevating device, gunfire-noise ratchet, shell racks with three wooden shells each, breech cover and lock, and a gunner's shield. Although the gun doesn't fire it has a shell-ejecting spring which throws the shells back into the scooter. The toy is 60 in. long and costs about $40.



Recono Peep is modeled after low-slung Army jeep , has handle bars on seat, carries two spare wheels at rear. Scooter is 42 in. long, is one of best sellers in series despite price of about $27.



Tiger Pursuit Plane has a propeller, cockpit cover and windshi eld, and machine-gun barrels in wings. Tail and rear wheel are controlled by steering "stick." Plane is 45 in. long, about $25.

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MORALE IS A LOT OF LITTLE THINGS

THERE'S MARY IN HER NEW FALL HAT...looking young and sweet and like a bride again.

"Sa-a-ay!" Joe says, "You ought to be in pictures!"

And that's worth more than orchids—to Mary. That's one of the little things that make *big* differences to all of us.

Little things...the nice trifles people say to you... the simple pleasures you enjoy...

That's what makes your good days better—helps you through the bad ones. That's what keeps you smiling. That's *morale.*

☆ ☆ ☆

It happens that millions of Americans attach a special value to their right to enjoy a refreshing glass of beer or ale . . . in the company of good friends . . . with wholesome American food . . . as a beverage of moderation after a good day's work.

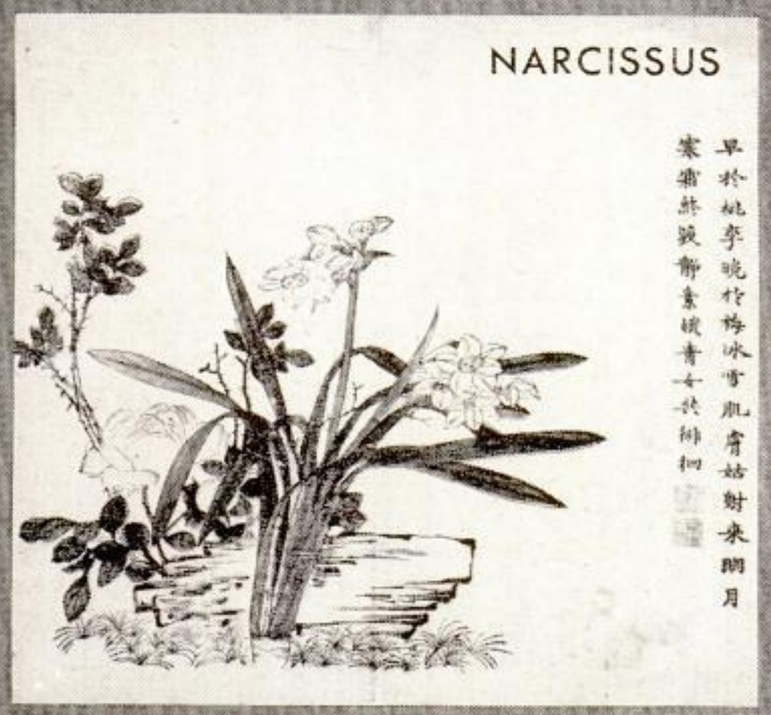
A small thing, surely—not of crucial importance to any of us. And yet—morale *is* a lot of little things like this. Little things that help to lift the spirits, keep up the courage.

And, after all, aren't they among the things we fight for?

A cool, refreshing glass of beer—a moment of relaxation . . . in trying times like these they too help to keep morale up

BREWING INDUSTRY FOUNDATION

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CHINA'S FLOWERS

At almost any time of the year, the American gardener has reason to be grateful to China because the American garden would be a much duller place without China's flowers. From that far-off country have come the flowers shown in the rare old Chinese prints above, now on exhibit at New York's Metropolitan Museum of Art. Other flowers too have origins in China—azalea, China aster, hollyhocks, primrose, honeysuckle.

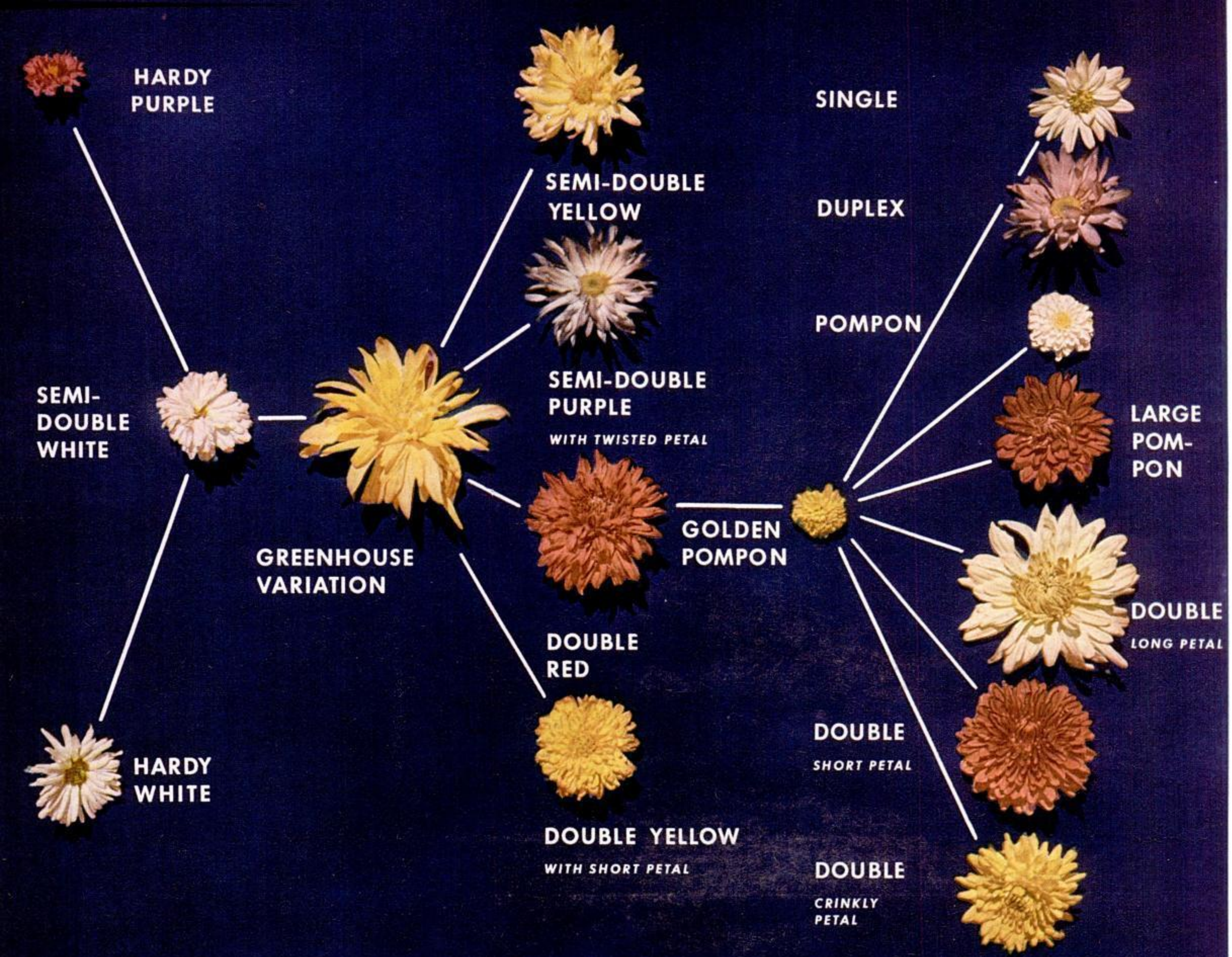
But at this time of year, the American gardener should feel especially grateful to China because now the chrysanthemums are out. These autumn flowers come late, first opening their tight buds just as the summer nights are turning cold. But the chrysanthemums stay late. They are still thriving after frost has bitten great gaps in the flower beds. They still bloom when trees put on their blazing autumn show. Even when the fallen leaves have huddled in brown piles around them, the clumps of chrysanthemums still push out their bunches of bright flowers.

The chrysanthemum is generally considered Japanese and is, in fact, Nippon's national flower. But like so many Japanese things, it was borrowed from China, as were other Chinese flowers like the misnamed iris japonica, which was originally not Japanese. China and Japan do have many native flowers in common. Curiously enough, so do China and the U. S. There are some plants which are found in their native state only in China and the eastern U. S. These include the lotus lily, wisteria, magnolia, sassafras and tulip tree. This horticultural affinity results apparently from the vagaries of prehistoric glaciers.

The chrysanthemum is a versatile flower, susceptible of great variation. In the U. S. important work in hybridizing has been done by the University of Chicago at Mill Road Gardens, which were given the university by Albert D. Lasker. The color pictures on the following pages were taken at Mill Road where the glowing acres of many-colored flowers bloom on into the Midwest's chilly November.

The soft colors of autumn fill the long chrysanthemum beds at the Mill Road Gardens on the outskirts of Chicago, their reds, yellows, pinks, russets stretching out to the base of the trees whose turning leaves echo the flowers' colors. Below: the mass of chrysanthemums close up show off the variety of their shapes—the daisy-like singles, ragged doubles, fluffy multiple blooms.

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Chrysanthemum breeding, as done by Dr. E. J. Kraus of the University of Chicago, is demonstrated in this genealogy. Two hardy blooms at left were crossed to produce a semi-double white. This was crossed with fluffy greenhouse variation to get blooms in middle. Of these, the double red was crossed with golden pompon, giving variants at right.



YELLOW SINGLE "PRIMULA" BLENDS WITH FALL COLORS



"ROBERT BRYDON" IS LATE-FLOWERING CHRYSANTHEMUM



"NO. 149" IS USED WIDELY TO BREED LATE BLOOMERS



CLOSED PETALS OF DOUBLE PINK HIDE LIGHT CENTER



"BARBARA SMALL" IS NAMED FOR AMATEUR WHO BRED IT



DAISY-LIKE "TUSSORE" IS ONE OF MOST POPULAR MUMS

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NOT FOR SALE

FOR LOVE OR MONEY!

But we'll buy it back . . . for Uncle Sam!

We are neither making nor selling typewriters, these days.

But the Army and Navy need over half a million more standard typewriters . . . on ships, in the field, at headquarters. Every report, every command, every requisition . . . here or abroad, aloft or undersea . . . must be typed. And there simply aren't enough machines to go around.

So . . . will *you* help? As a patriotic contribution, will you sell back every standard typewriter (made since Jan. 1, 1935) that you can possibly spare? Every Smith-Corona branch office is authorized by the Government to buy L C Smith machines at standard 1941 "trade-in" values . . . and your help is urgently invited.

* * *

Meanwhile, the typewriters you *cannot* spare must likewise be kept going full time. Don't wait for breakdowns! Tell our branch or L C Smith dealer to send a service expert around . . . *periodically*. Let us keep your typewriters going for the duration.

L C SMITH & CORONA TYPEWRITERS INC SYRACUSE N Y



HOW TO MAKE TYPEWRITERS LAST . . . TEN TIPS TO TYPISTS

DO DAILY

1. Brush erasures and dirt on typebars towards front part of machine.
2. Clean type with cloth or brush *slightly* moistened with cleaning fluid.
3. Move carriage to extreme right, clean carriage rails. Reverse operation.
4. Brush dust from typebars.
5. Always cover machine when not in use.

DO REGULARLY

6. Prevent paper slipping by cleaning rubber rollers with cloth *slightly* moistened with cleaning fluid.
7. Remove roller and brush out particles of dirt.
8. Save roller by inserting 2 sheets at a time. Use backing sheet over and over to conserve paper.
9. Keep particles from falling into machine by moving carriage to extreme ends when erasing.
10. Change ribbons correctly. Jiggle or tap them lightly. Never force them on shaft.

NEVER OIL YOUR TYPEWRITER . . .
LEAVE OILING TO SERVICEMAN



War production entrusted to us is precision work calling for craftsmanship of the highest order . . . skill won through many years of making America's finest office and portable typewriters.

Smith – Corona

OFFICE PORTABLE

Typewriter Service

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AERIAL NAVI



NAVIGATION BY THE STARS is here being practiced by cadet navigators in U. S. Army Air Forces' training plane based at Hondo, Texas, Air Forces' new navigation school. Cadet at left is taking star sight with bubble sextant through navigation dome. On desks are almanacs open to star-location tables. Cadet at right is using Air Forces' ingenious speed and wind-drift com-

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GATION

IT GUIDES U. S. PLANES ON WORLD'S LONGEST FLIGHTS



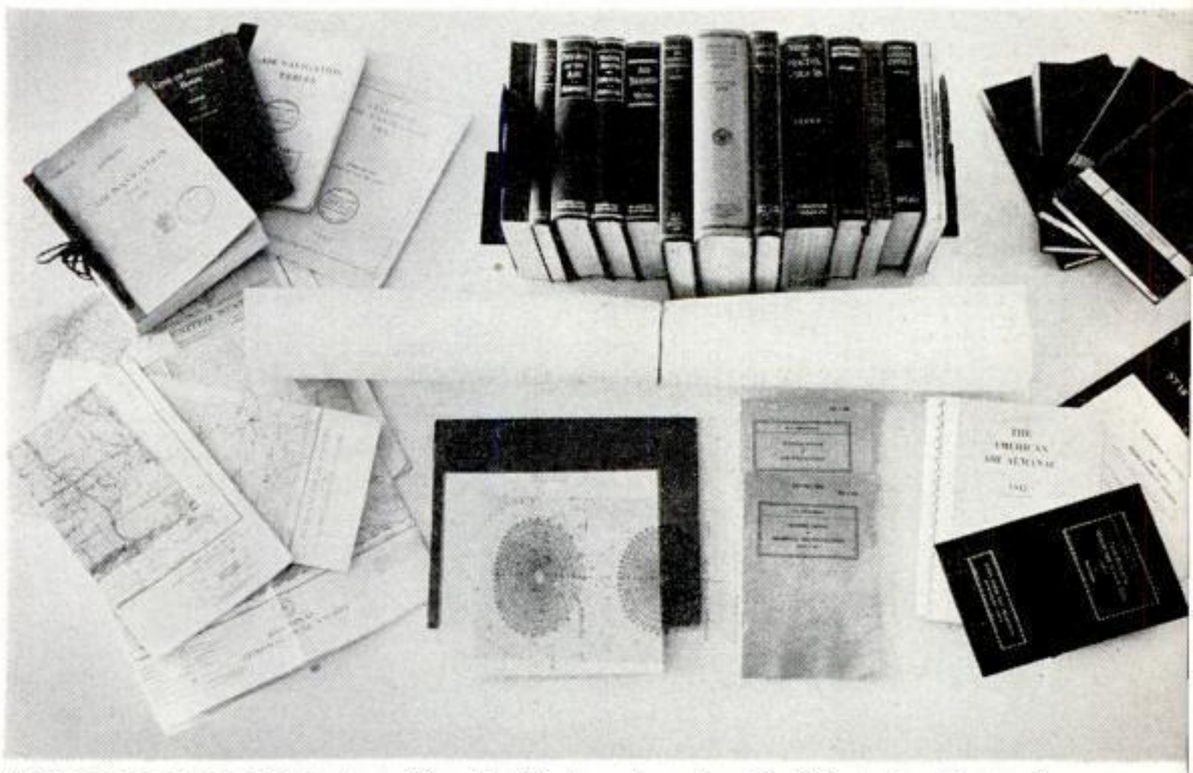
puter to establish dead-reckoning position before taking star sight. Instrument board at left carries air-speed indicator, altimeter, outside air-temperature gauge and clock, all essential to aerial navigation.

Across, around and over the world, wherever the thrum of their propellers will take them, U. S. long-range planes are flying huger total mileages and much longer distances than any of the other great air fleets of the world. Out of these vast operations are coming fabulous stories of precision flying, of exactly timed interceptions of enemy warships, of missions carried to the extreme limit of fuel ranges, of cleanly flown landfalls after transoceanic flights through blind overcast. No pilot in the world, absorbed in the sound of his engines and the feel of his controls, could simultaneously solve the three-place decimal mathematics involved in such performance. These are the achievements of the navigators.

They are the achievements, furthermore, in the purest and most profound branches of the science of navigation. Simplest kind of aerial navigation is pilotage—point-to-point flying by recognized landmarks. It is splendid in fair weather but no help in undercast or over the oceans, and difficult at night. Equally fortuitous in wartime is radio navigation. For the purpose of the long-range combat and ferry missions being flown today, navigation means dead reckoning and celestial. Dead-reckoning is logbook flying. Position is found by knowing how fast and how long the plane has flown on a compass heading that takes into account variation, deviation and wind. Celestial navigation is by the sun, moon, planets and stars, with sextant, chronometer and almanac to relate them to position on the earth. An expert aerial navigator by these methods can set his plane down at the end of a transoceanic flight within an error radius of only 15 miles, less than four minutes' flying time.

Flying is easy so long as the navigator does his job. To do it, to maintain accuracy in his log-keeping, precision in his observations and perfection in his never-ending calculations, he must have a clear head cooled by ice water in his arteries. When, as it most often happens, he cannot get all the information he needs, he must have the most deliberate courage to make the judgments that mean success for his mission or disaster.

It is for these qualities of character, not for any special intellectual gifts, that the U. S. Army Air Forces commissions navigation officers from among the young men who apply for air-crew training. At Hondo, Texas, a streamlined course turns high-school boys into worthy successors to their compatriots, Bowditch and Weems, who crystallized the science of sea and air navigation.



NAVIGATOR'S LIBRARY features Bowditch's *American Practical Navigator*, first published in 1802, and Weems's treatise on aerial navigation. Below: navigator's implements.

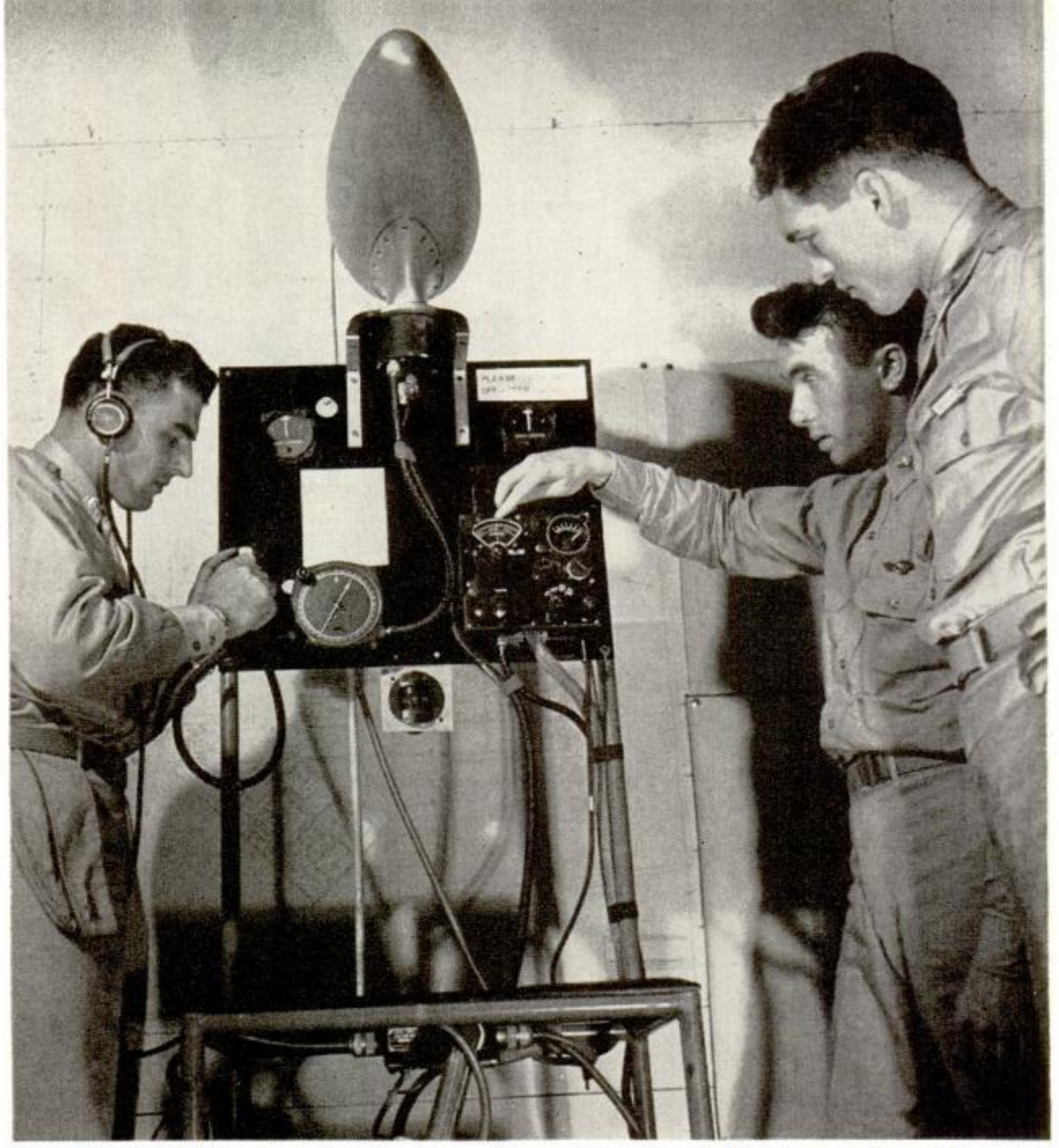


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SEXTANT, which measures height of star above horizon, is demonstrated on the outdoor sighting range by instructor. Next, cadets will get own sextants with which to practice.



RADIO COMPASS, taken from a training plane and mounted on a stand in the classroom, is used for ground practice. When wartime silence does not restrict its use, radio is a precise position-finder for the navigator.

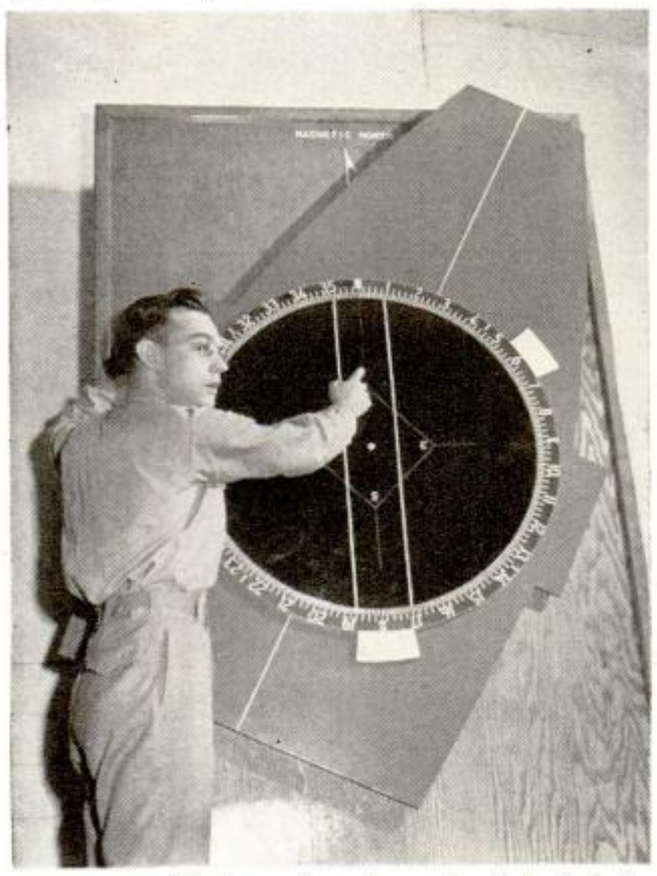


NAVIGATION CADETS reword sign near their new training base at Hondo, Texas. From Hondo, cadets fly as far as Denver or St. Louis on day and night practice missions.

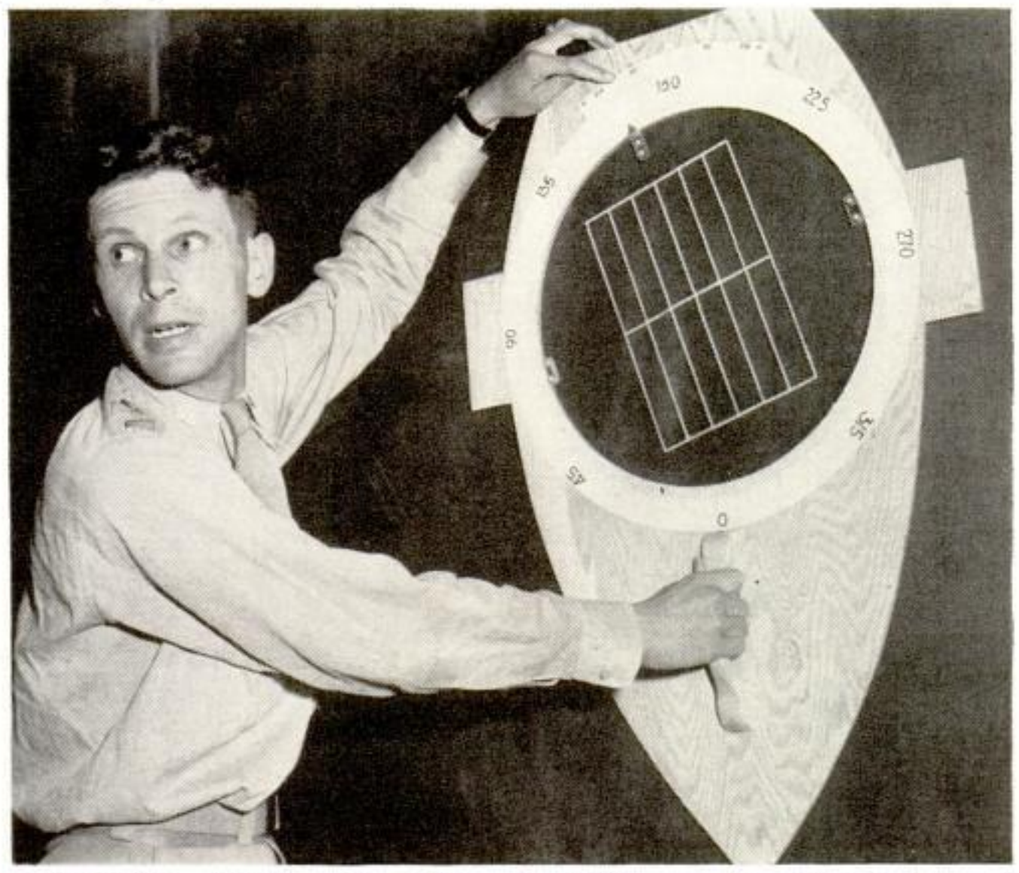
INSTRUMENTS

THEY LAY ACCURATE COURSES

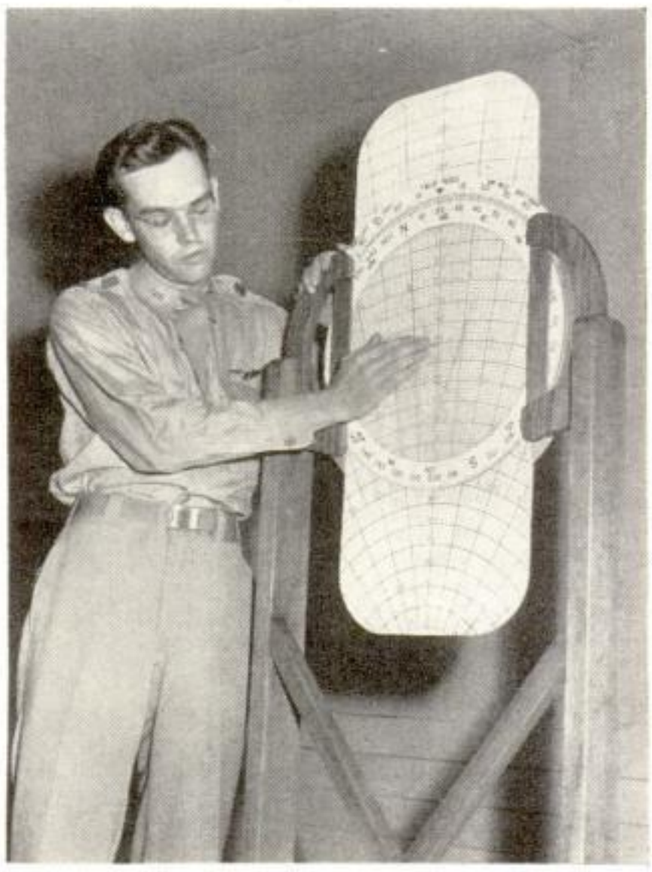
If he understands and believes in his instruments a navigator can never get lost. Because a consummate skill with them is the first requisite of a reliable navigator, the Air Forces teaches their use in four stages. In stage one (*below*), plywood models define the principles of each instrument. In stage two (*above*), cadets practice exhaustively on demonstration setups of the actual instruments. Third stage (*opposite page*) puts cadets through the routine of a flight with all instruments mounted in a "Navitrainer" which crawls slowly over a map. The fourth stage of instrument training is carried out in the air. Here, with compass, drift meter, computer, sextant and radio, cadets guide their trainers through fog and Texas thunderstorms. After 15,000 miles of practice flights all over the U. S., they acquire a fierce absorption in their dials and computers that makes them able to plot an accurate homeward course in pitch-black darkness while their bomber is bouncing through the flak of an enemy target.



COMPASS, still the navigator's most vital single instrument, is here demonstrated by a plywood model.

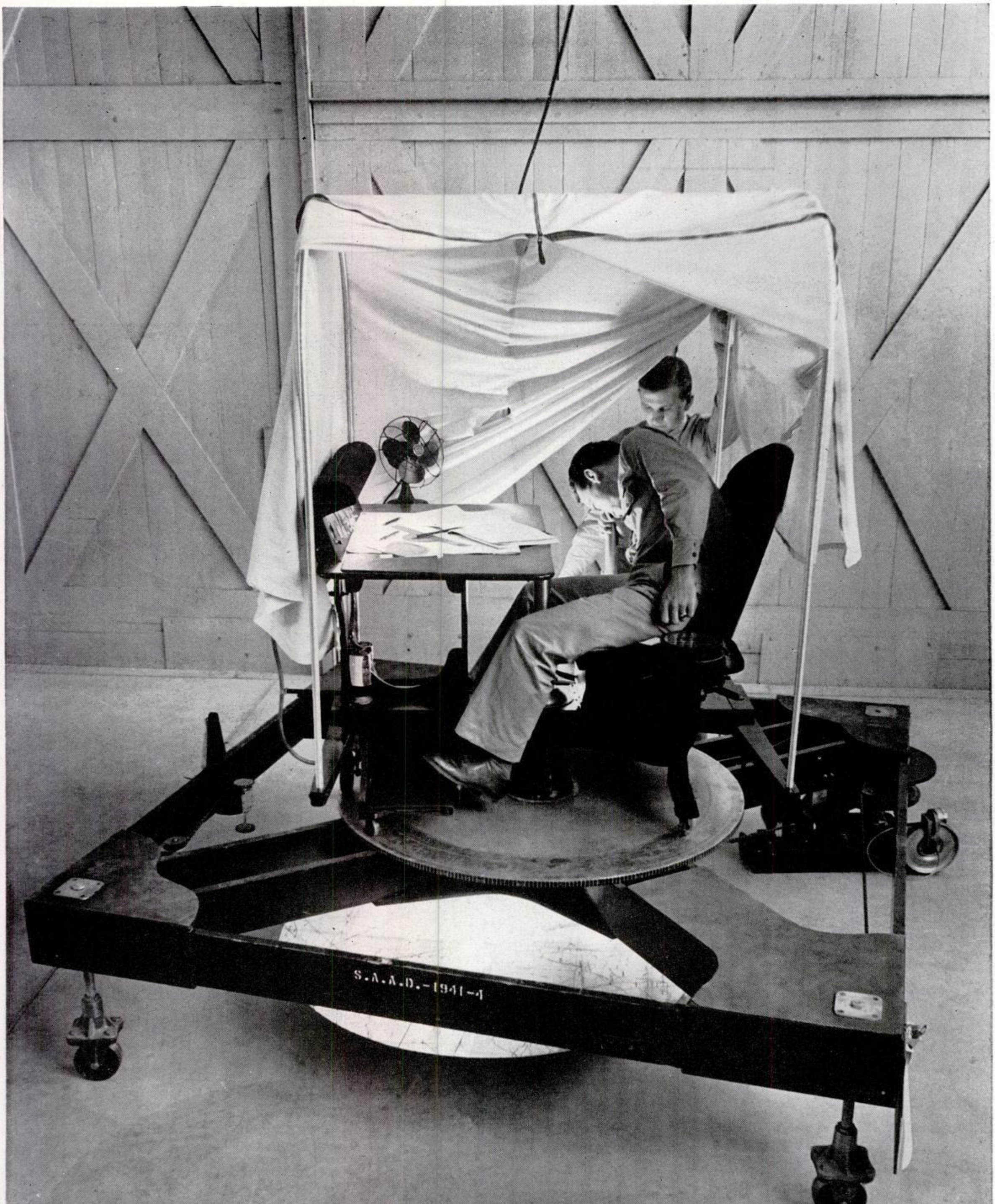


DRIFT-METER model shows the grid through which a navigator will look at ground beneath. If terrain does not track parallel with grid, wind is pushing plane sidewise.



COMPUTER model introduces cadets to the fancy slide rule which will solve all their mathematics problems.

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"NAVITRAINER" practice is the last step in ground training. This machine simulates actual flight. It can be set to "fly" over the map at ten inches per hour, corresponding to speed of 160 knots in a real airplane. The cadet above is peering through the drift meter at the map beneath, which moves sidewise to give illusion of drift. Navitrainer gives practice in dead reckoning.

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PILOTAGE

IT IS SAFE AND SURE

Pilotage is navigation by landmarks. It is useless over the sea or unmapped land or in bad weather. But when known landmarks are visible, pilotage is the simplest and surest form of aerial navigation. It is also lots of fun.

Essential trick of navigation by pilotage is to visualize a map and the landscape it symbolizes as one. For a pilotage flight, as with all types of navigation, the navigator's first duty is performed on the ground: it is to rule his course upon a map (*left*). Along this course he then circles the towns or the other objects which he thinks will appear as recognizable landmarks from the air. Once



PILOTAGE POINTS are circled (*above*) by a cadet in his preparation for a triangular flight from San Antonio to Sealy to Temple and back to San Antonio. The pictures at right show the map points as they appear on flight. Below: the cadet instructs pilot (*left*) to turn three degrees to the right in order to pass over dam at Austin.



A SAN ANTONIO'S TALL BUILDINGS MARK START AND END OF FLIGHT

B FLATONIA'S SIZE AND PATTERN MAKE NEXT GOOD PILOTAGE POINT

C PIPELINE THROUGH TREES MAKES UNCERTAIN LANDMARK NEAR SEALY

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the plane is in the air, the navigator follows his map and instructs the pilot from point to point as his predetermined landmarks come into view.

To recognize a town over which he is flying a navigator must first notice its general pattern—round, rectangular or sinuous. If this coincides with the pattern on the map he searches for specific details like tall buildings, a highway underpass or a race track. A body of water is the surest of all pilotage points, but no single object is ever enough. Because one town may look different from different directions or two towns appear superficially alike, a collection of details within a characteristic pattern is the only sure identification.

Pilotage points can be learned only by flying and, because their recognition demands a sure eye for pattern and detail, good pilotage is an art. When the terrain is invisible or poorly mapped or when the course leads over the ocean or night shuts down, pilotage yields to the mathematical science of instrument navigation.



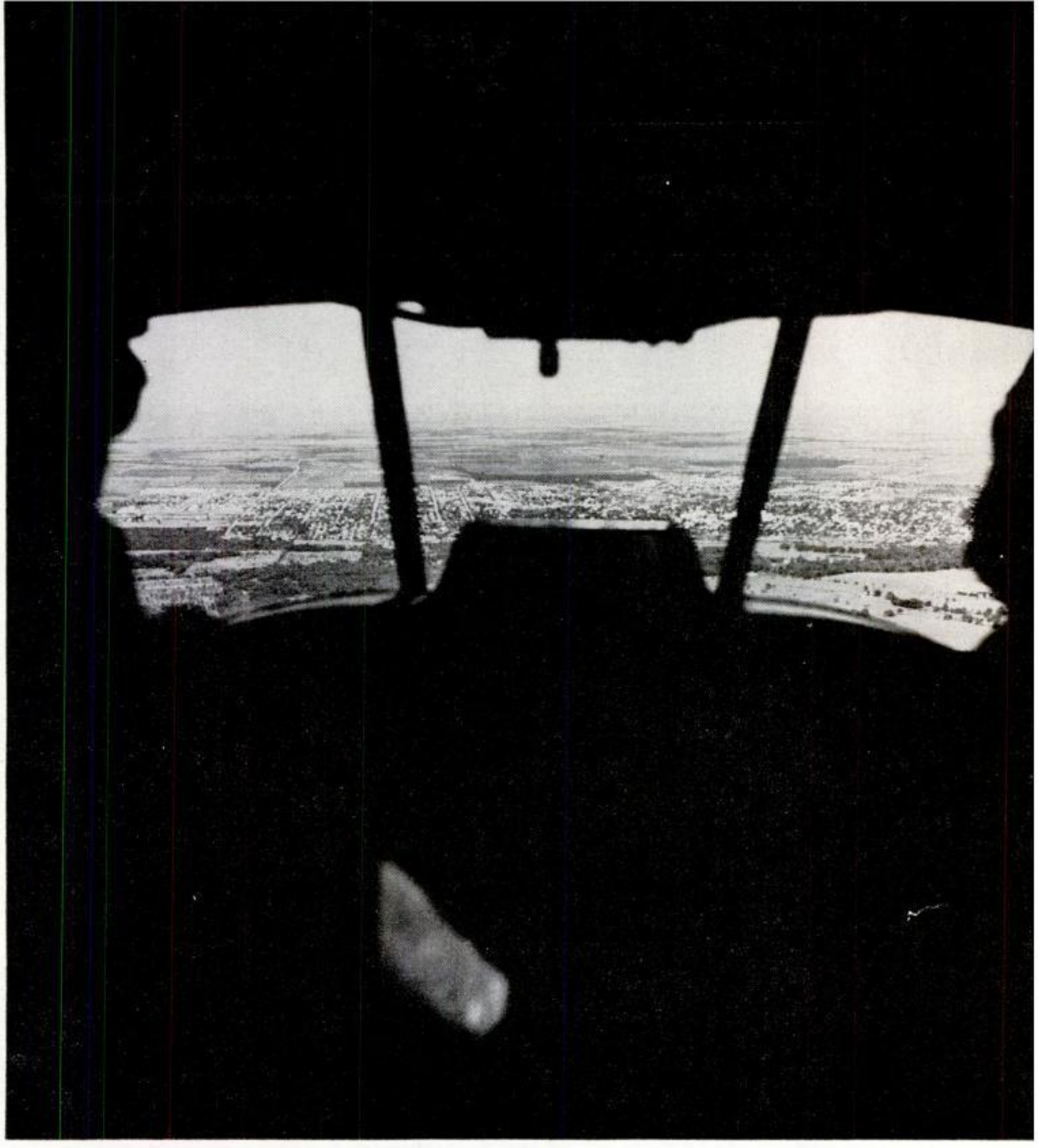
D RACE TRACK BESIDE THE HIGHWAY IS SURE MARK FOR ROCKDALE



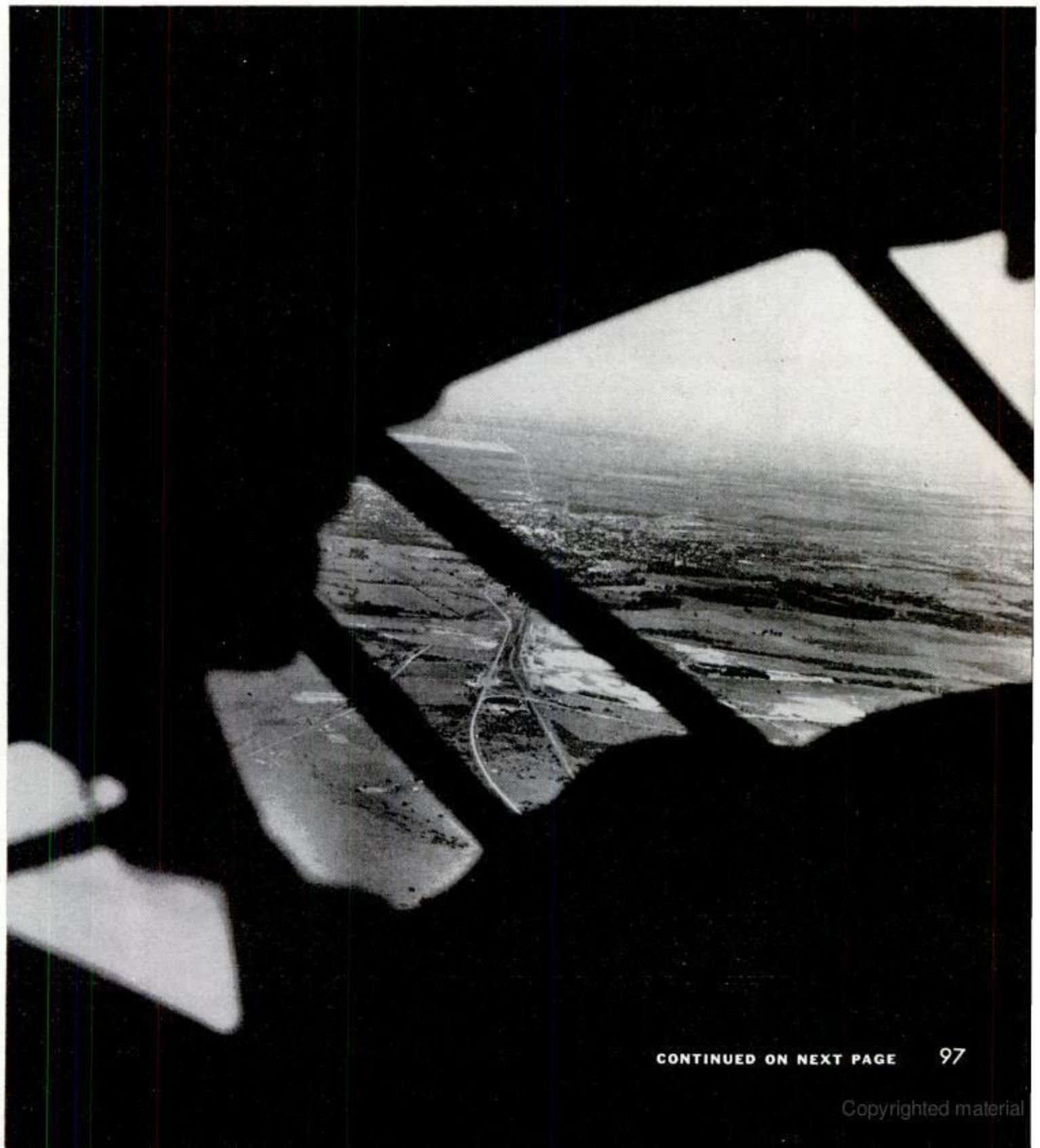
E A HIGHWAY UNDERPASS NEAR ROGERS LEADS FLIGHT TO TEMPLE



F PERFECT LANDMARK OF DAM AT AUSTIN MARKS ROUTE FOR HOME



GOOD AND BAD APPROACH to Victoria, Texas, is shown through plane's windshield. In good approach (*above*) plane was not affected by wind. In approach below, plane was blown four miles to right of town. This shows necessity for wind correction by instrument or meteorological data even in simple navigation by pilotage.



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DEAD RECKONING

IT IS LOGBOOK NAVIGATION

By keeping track of where he has been, a navigator can be sure of where he is going. In dead reckoning he maintains a constant series of slide-rule computations which fill a logbook with the detailed navigational data of his flight. From this data, as the end product of dead-reckoning procedure, comes an "E. T. A."—the estimated time of arrival of the plane at its correct destination. Calculation of the "E. T. A." demands integration of time, air speed, direction and wind effect. Into the navigator's computer goes the data from chronometer, drift meter and air-speed indicator. From the computer comes the plane's ground speed. Ground speed, combined with distance measured to destination along the true course, yields a figure for "E. T. A." Because wind never allows a plane to fly a true course for any distance, wind analysis is the most critical part of dead reckoning. By using his drift meter constantly during a flight, a navigator corrects his compass heading for wind effect and ultimately, in spite of a succession of varying crosscurrents, "splits" his destination within a few minutes of his "E. T. A."

Except for drift, dead reckoning, unlike pilotage, radio or celestial, demands no data from outside the airplane and therefore is the basic form of navigation and often, in bad weather, the only type possible. Before leaving navigation school, a cadet must fly 40 hours by dead reckoning. His problems involve oversea flights (*below*) or the interception of another moving object (*right*). On such interception missions the number of variables with which he and his instruments must cope is doubled. On his long flights the unavoidable accumulation of tiny errors makes every navigator nervous about his exact location. To establish his position positively he will resort to the highest branch of his craft, celestial navigation, whose astral reference points are unchanged and unfailingly reliable the world over.

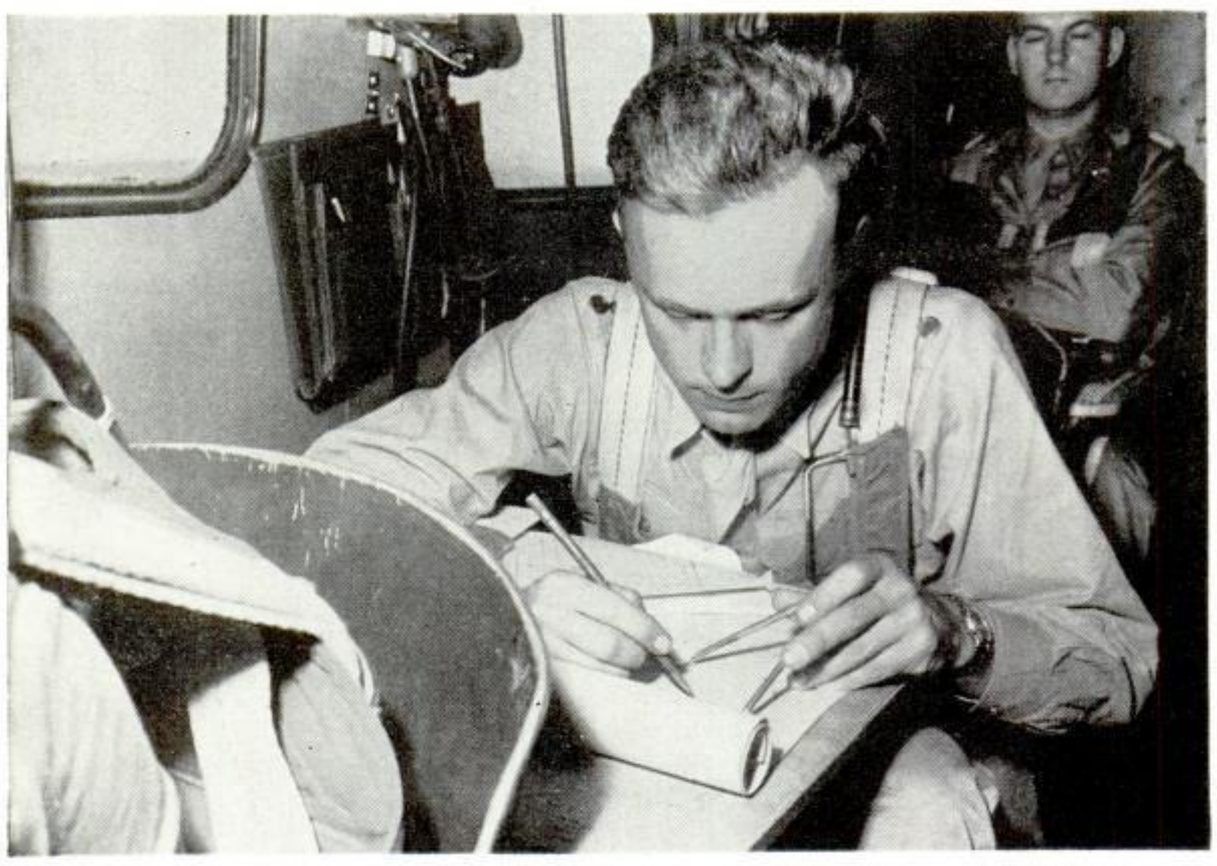
AN INTERCEPTION PROBLEM IS FIRST PLOTTED AS A "DRY RUN" IN CLASSROOM PRACTICE



1 Compass is read as the first step in dead-reckoning procedure for flight over water. Training planes carry three cadets, each of whom solves navigational problems of mission independently.



2 Drift-meter reading is second step in procedure which cadet must repeat constantly during the flight. Brief case on side wall holds drawing instruments and air almanac.



5 Chart receives answers from the computer in form of ruled track line and dot showing position of plane. Cadets become fascinated with their ability to locate plane by instrument.



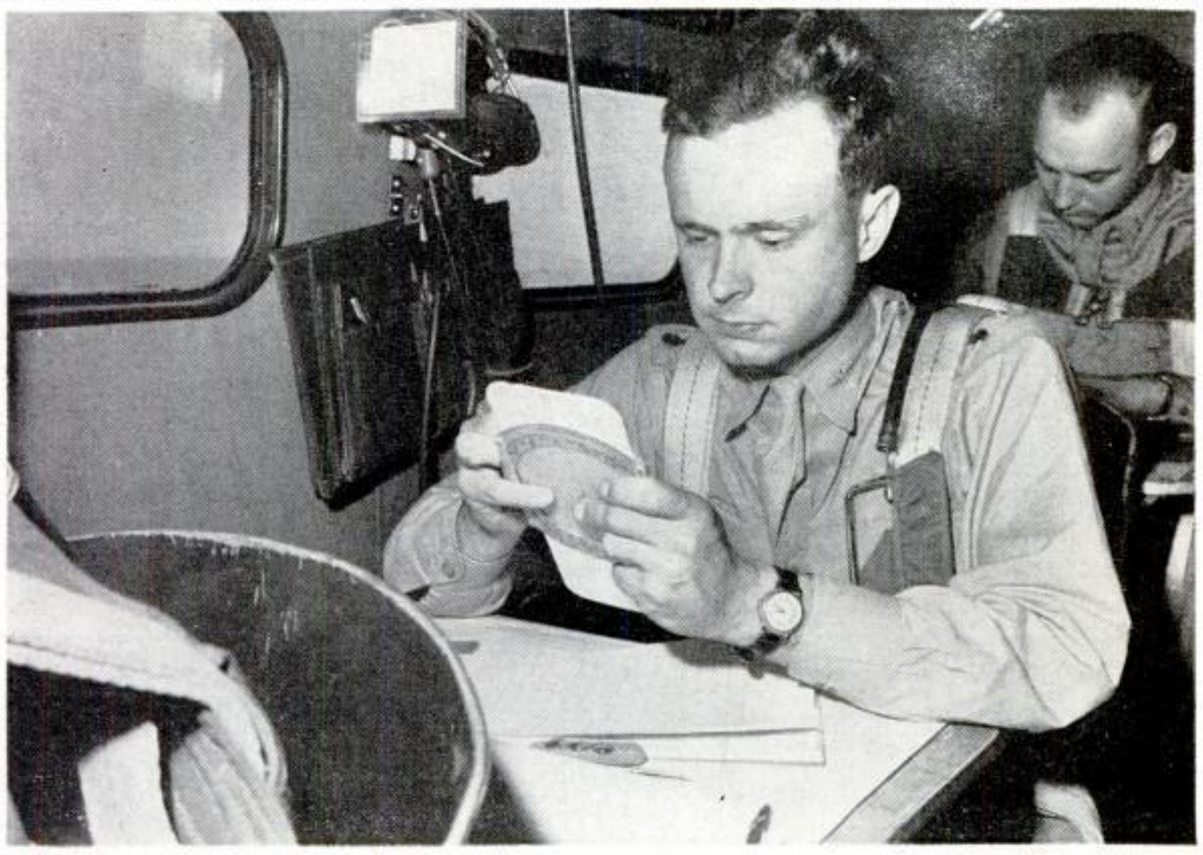
6 Smoke bomb dropped through floor of plane explodes on water below. In light wind waves give unreliable drift reading, make smoke necessary for accurate wind analysis.

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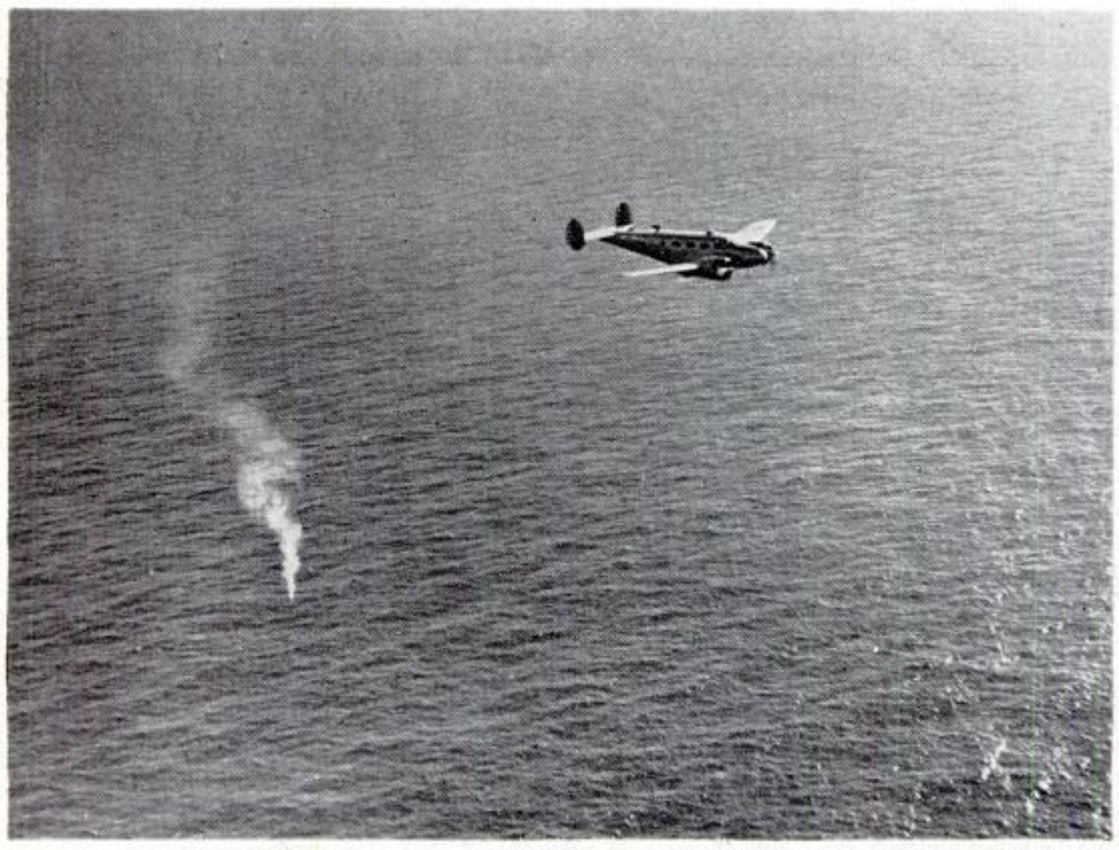
TRAIN INTERCEPTION BY SMART CREW OF CADET NAVIGATORS SHOWS FACILITY IN MANIPULATING INSTRUMENTS THROUGH A DOUBLE SET OF TIME, SPEED AND DISTANCE FACTORS



3 Flight instruments, air-speed indicator, altimeter, temperature gauge and chronometer are checked next. Temperature is necessary to correct air-speed and altitude data.



4 Computer absorbs all instrument data, yields dead-reckoning position for particular instant. Cadet needs no great mathematical knowledge, only accuracy and facility with instruments.



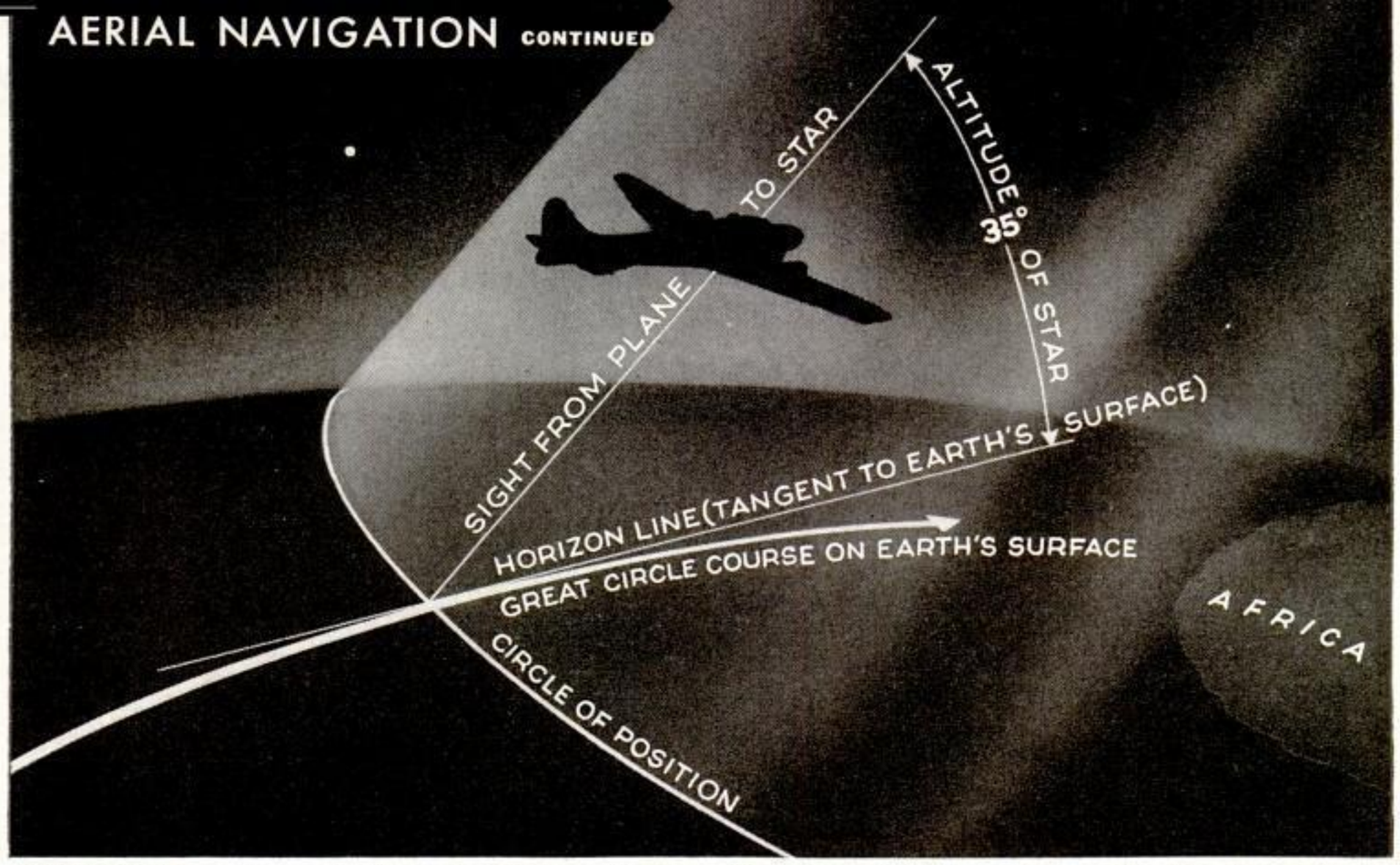
7 Accurate drift can be read from smoke. Training flights often extend for miles over water, give cadets plenty of training in work they will do in bombers or cargo carriers.



8 Navigator instructs pilot over interphone as last step in procedure which must be repeated immediately. Oxygen equipment hanging on wall helps navigator's accuracy on high flights.

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SEXTANT SIGHT measures angle of star above horizon, places navigator on circle of position, on which height is constant. The center of circle is substellar point. The distance to substellar point can be read from sextant: 1°=60 nautical miles.

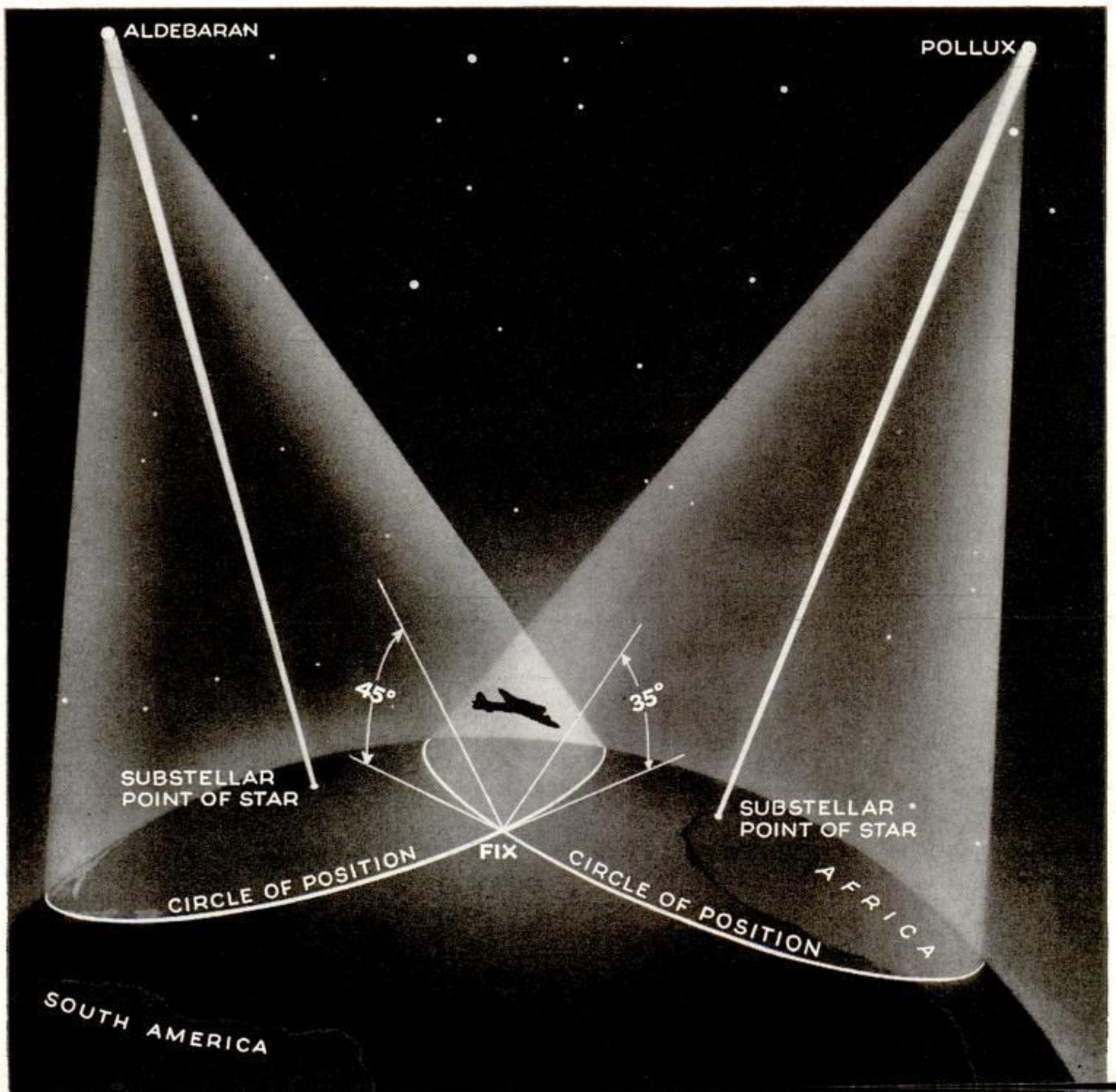
BY THE STARS

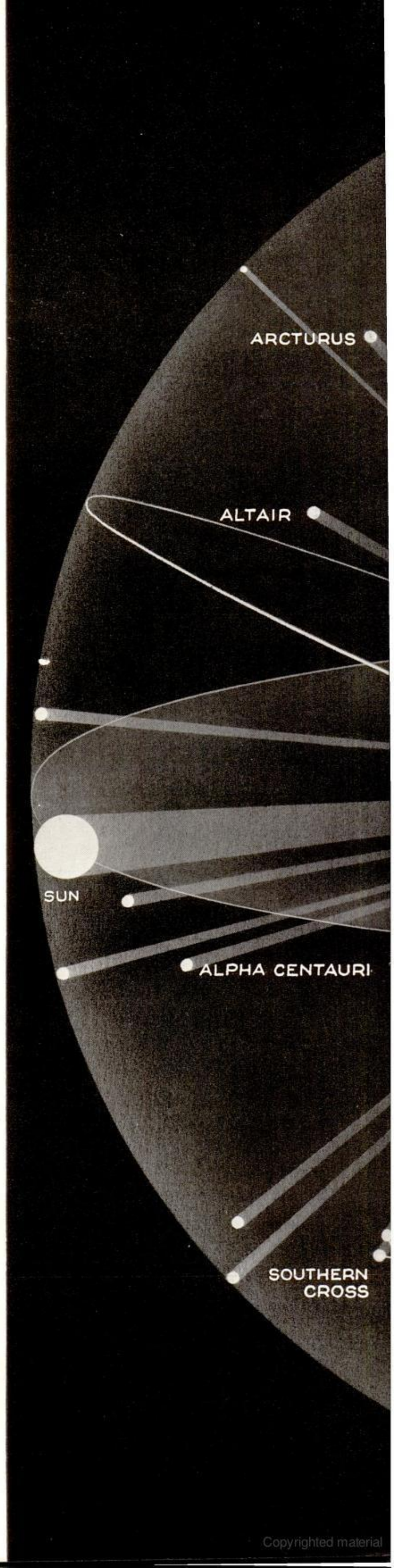
Because he knows his way among the stars, the aerial navigator can find his way to any point on earth. In the night sky, out beyond the sight of pilotage points and the hearing of radio beacons, beyond his faith in his instrument-reading and log-keeping, the navigator can take up his sextant and fix his position within a radius of 15 miles.

This feat can be performed by anyone who has had a high-school education. The navigator travels in the symmetrical universe of Ptolemy, in which the earth is the exact center (*see opposite*). The sky is a star-studded sphere. Except for the sun and its satellites, which move along the line of the ecliptic, all the stars are fixed in their positions relative to the celestial coordinates, just as points on earth are fixed on the terrestrial coordinates of latitude and longitude. As the earth rotates, the celestial sphere, its axis through the north star, appears to revolve from east to west around the earth—with the earth apparently remaining fixed.

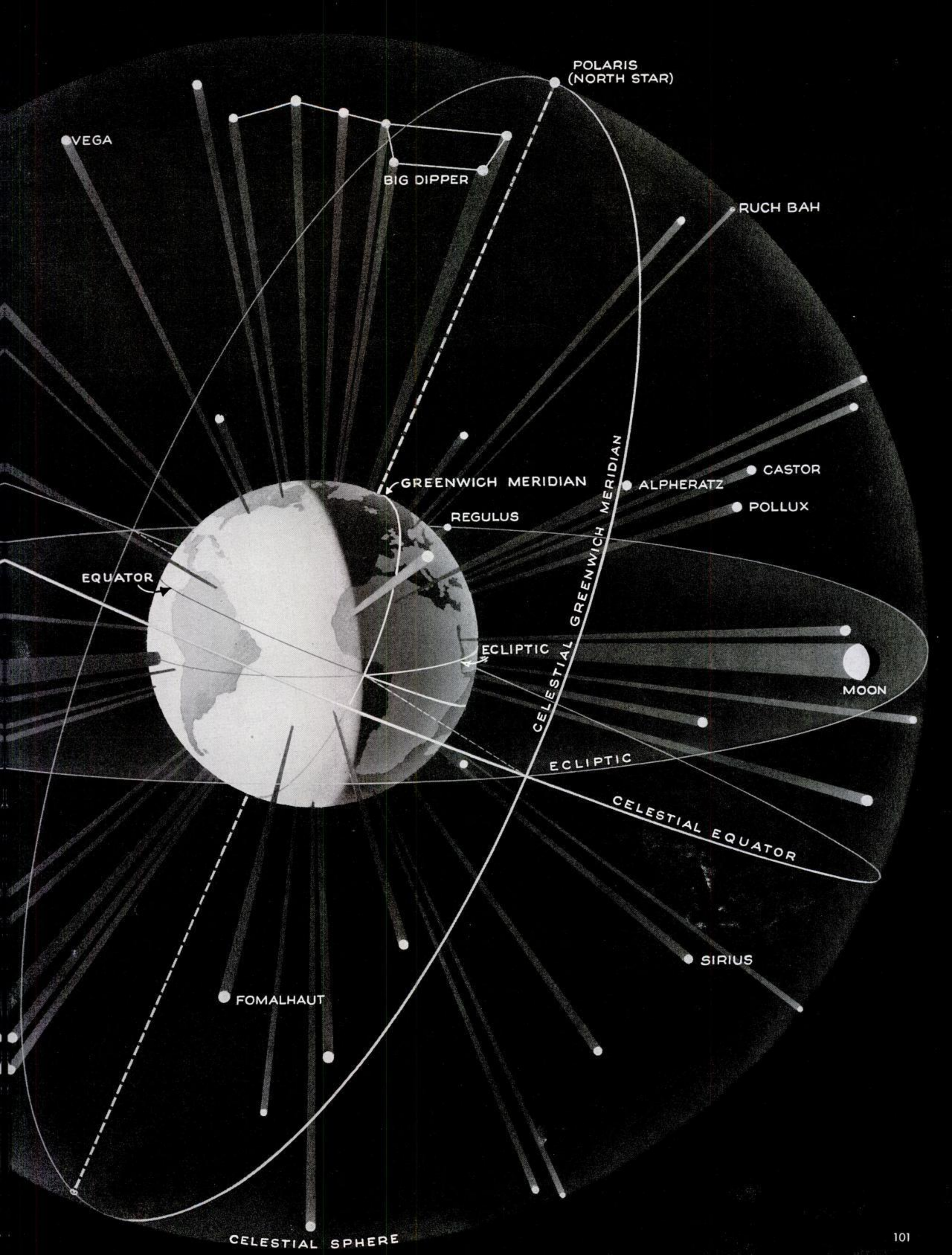
Once this ancient concept of the universe is comprehended, the trick of celestial navigation resolves itself from complication to simplicity. Beneath every star at any given moment is a point on earth, the substellar point, at which the star is directly overhead. These points move as the stars move, parallel to the lines of latitude around the earth. The positions of the sun, moon and planets, and of 50 navigation stars and hence of their substellar points are listed in the almanacs relative to Greenwich, England, for every instant of the day. By measuring the height above his horizon of two or more stars, the navigator locates their substellar points relative to his dead-reckoning position. He locates these points in turn by consulting his almanac and his chronometer, an accurate watch set on Greenwich time. He can now locate himself relative to Greenwich and plot his position on his chart.

POSITION IS FIXED by measuring the altitude of second star. Since he has now located himself on two circles, the navigator must be at one of their points of intersection. Since one point is absurdly remote, he knows he must be at the other.





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ADMIRAL LEAHY

THE PRESIDENT CALLS HIM A LEGMAN BUT HE PLAYS A POWERFUL PART IN RUNNING THE WAR

by NOEL F. BUSCH

William Daniel Leahy is a spry, austere figure of an admiral who, though totally lacking in nautical bluster, somehow contrives to give the impression that he is quite capable of living up to his present high-sounding title: Chief of Staff to the Commander in Chief of the Army and Navy of the United States.

Admiral Leahy's task, however, has not been made easier by the fact that, although he has had his title for some two months, few people yet know exactly what it means. When the President gave it to him, it was generally assumed that the Commander in Chief had at last decided to entrust the technical side of running the war to a trained professional and that Leahy might rank above both Admiral Ernest King, Commander in Chief of the U. S. Navy, and General George Marshall, Chief of Staff of the U. S. Army. Franklin Roosevelt speedily terminated premature applause for this move by explaining that, on the contrary, Admiral Leahy's job would be merely that of "legwork."

Roosevelt's description of Leahy as a legman was made at a press conference where this term registered its full significance. A legman on a newspaper is one entrusted only with the comparatively undignified job of digging up facts which he then relays to his superiors who put them into written form. The word is rarely used as a compliment. In trying to solve the mystery of Leahy's ambiguous assignment, the U. S. so far has only had two clues. One is the definition of a chief of staff as set forth in official Navy regulations: "The Chief of Staff shall be subject to the orders of the Commander in Chief and to him only; the authority of the Chief of Staff is authority delegated by the Commander in Chief." The other is a remark made by the President in 1939 when, on Leahy's retirement from active service as Chief of Naval Operations, he was appointed Governor of Puerto Rico. The President on this occasion presented Leahy with the Distinguished Service Cross and said: "Bill, if we ever have a war, you're going to be right back here, helping me to run it."

So far, Leahy's help has fallen into the two categories of advice and representation. As an adviser, Leahy has entree to the President at all times. He and Roosevelt see each other on an average of once a day and converse by telephone much more frequently than that, which makes Leahy, with the possible exception of Harry Hopkins, the President's No. 1 consultant. Other members of the current White House entourage may be present but it is becoming increasingly clear that on matters of grand strategy the President is likely to be guided by the admiral.

Rumors to the effect that Leahy and Hopkins regard each other with jealousy and suspicion are untrue. While the two men are not intimate enough to call each other by their first names and while they are never likely to become close friends, no friction between them has developed and none is likely to. The President uses the minds of his associates for checking purposes, much as less gregarious executives use reference books. Long practice has made him adept at consulting each on his own specialty, and collisions of opinion among his immediate counselors, considering the extreme diversity of this group, are thus held to a creditable minimum. Leahy has just taken over a two-room office in the new east wing of the White House but though the somewhat sparse furnishings, supplied by the Treasury Procurement Division, include a folding cot, he has no intention of keeping house there. Since he returned from Vichy, the admiral has been staying with his daughter-in-law and her father, Dr. R. S. Beale, in their modest establishment on Washington's 19th Street. Young Lieutenant Commander William H. Leahy, the admiral's son, is currently on active duty in London, as assistant naval attaché to Ambassador Winant.

Much of the President's talk with Leahy concerns the operation of two fairly mysterious bodies on which the admiral functions as the Commander in Chief's personal representative: the Joint Chiefs of Staff and the Combined Chiefs of Staff. The first of these august bodies, composed of General Marshall, Admiral King, Lieut. General Arnold and their various aides, functions as the determining agency of U. S. strategy. The second, composed of these three plus Field Marshal Sir John Dill, Admiral Sir Andrew Browne Cunningham, Lieut. General G. N. Macready, Air Vice Marshal D. C. S. Evill and Sir Henry Self, purports to integrate the plans of the United Nations into a cohesive whole. Meetings of both, over which Leahy as the senior U. S. officer present presides, are held in the Public

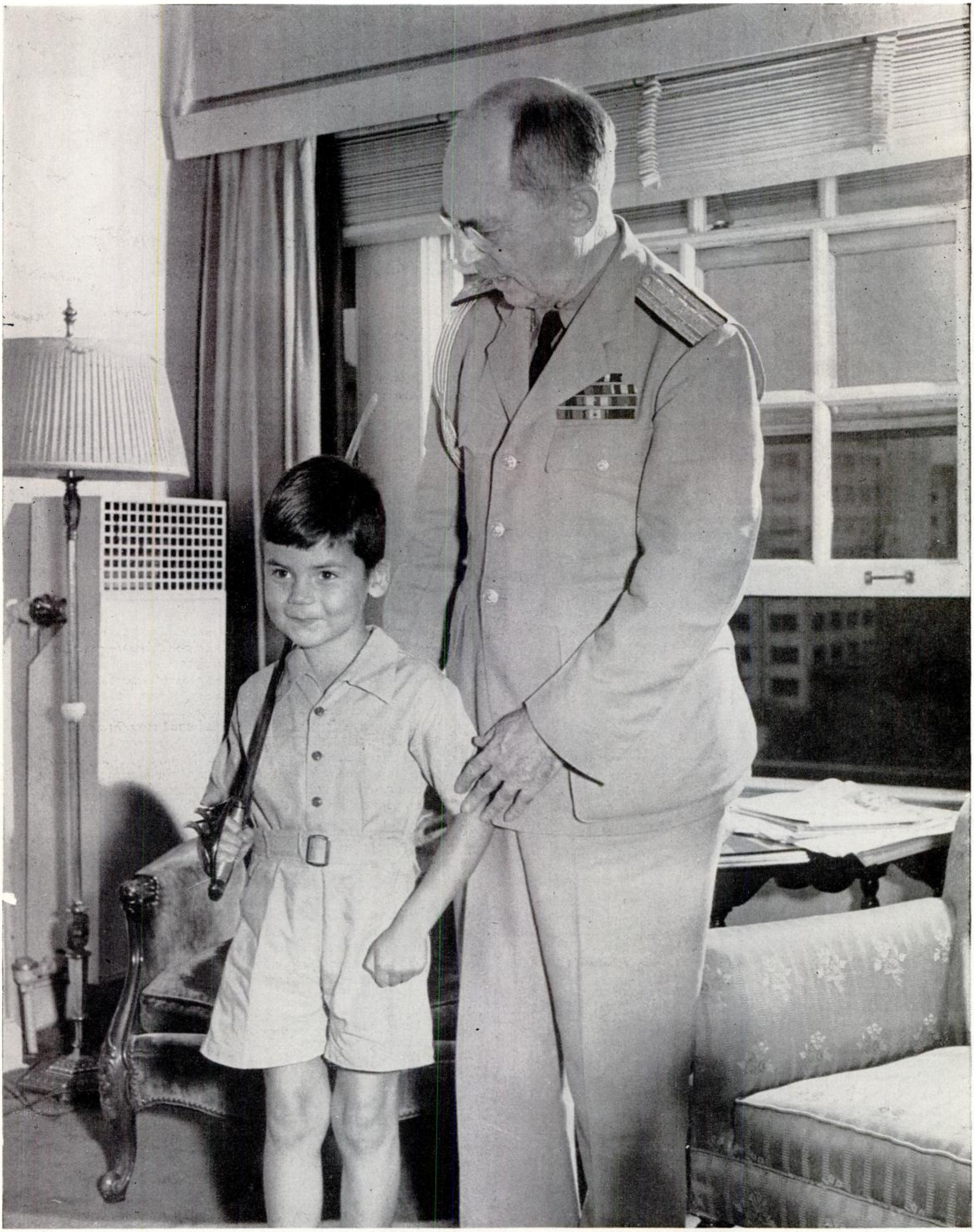
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Pinning the Distinguished Service Cross on Admiral Leahy before his departure to serve as governor of Puerto Rico in 1939, President Roosevelt said prophetically: "Bill, if we ever have a war, you're going to be right back here, helping me to run it." Below: Leahy with Admiral King *(left)* and General Marshall. He ranks both in seniority but apparently has no direct authority over them.

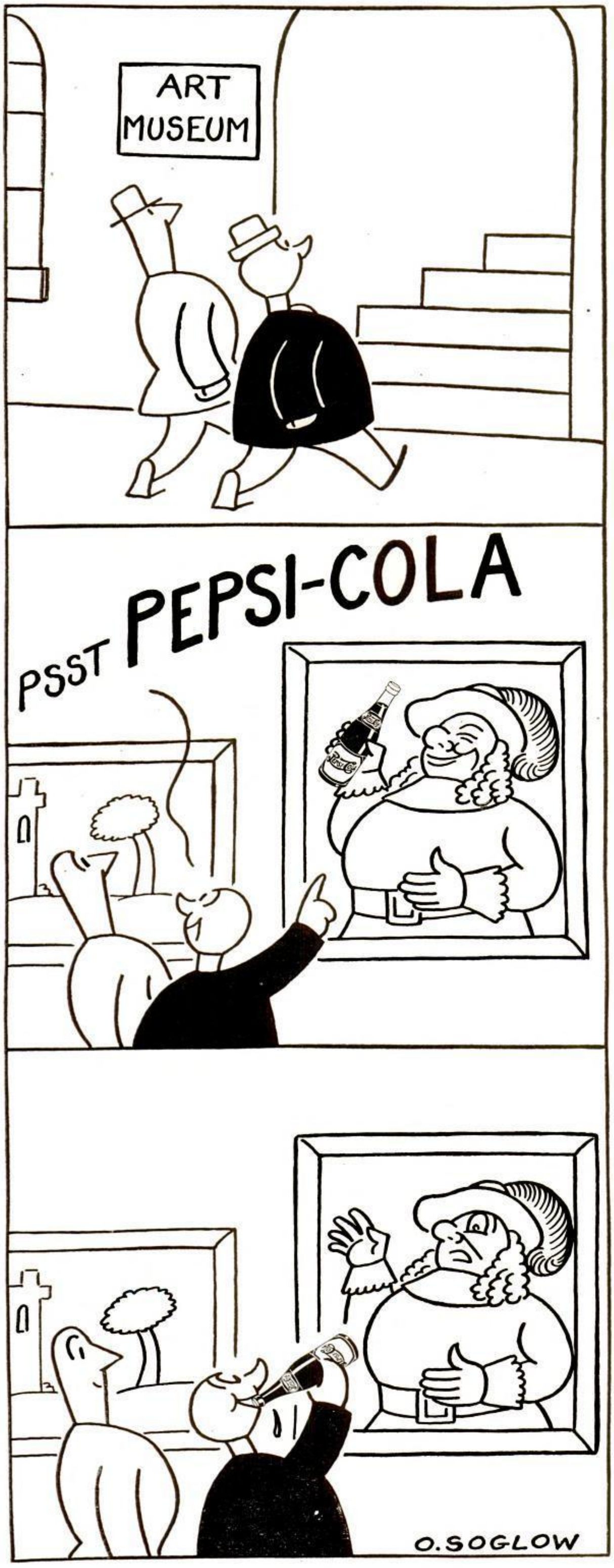


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Leahy's chief delight is his 5-year-old grandson, Robert Beale Leahy, here shouldering an ancient Spanish sword presented to the admiral by the Puerto Rican legislature. In Washington, Admiral Leahy has been living simply with his daughter-in-law and her father. His son, Lieutenant Commander William H. Leahy, is assistant naval attaché to Ambassador John Winant in London.

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Leahy family group, just before William (*arrow*) left for Annapolis, includes his parents and seven brothers and sisters. His father, a lawyer, had been a captain in Civil War.

ADMIRAL LEAHY (continued)

Health Building, recently taken over by the Combined Chiefs of Staff, where Leahy maintains a second office. At such gatherings, Leahy's job is to act as the President's proxy, informing the others present of the Commander in Chief's view on matters in hand. He then reports to the President what moves the boards may have taken or what difficulty they may have found in implementing moves the President has found desirable. In essence, while no ordinary legman, Leahy functions as a sort of elevated liaison officer which indeed comes back to the official designation of his job.

However august they may sound, meetings of both the Combined and the Joint Chiefs of Staff are sometimes enlivened by gleams of martial humor. Admiral King, who has a keen ear for terse English, sometimes finds the reports of his British colleagues a shade too verbose. He has been subjected to discreet ribbing on this account from Sir John Dill, who enjoys affecting astonishment at the idea of an American in the role of purist. Leahy, whose wit is not a sort likely to be preserved in anthologies, nonetheless has a nice appreciation of the play of personalities. His informal minutes of the Combined Chiefs of Staff meetings, couched in dryly penetrating narrative, give the President not only a clear but also an engrossing conception of what goes on in his military councils. The President is partial both to raconteurs and admirals. Leahy rates high as either one. If his appointment meant nothing else, it would suggest that his superior's taste in both has been improving.

Leahy's present eminence as one of the half dozen or so men at the very top of the United Nation's war effort is not surprising in view of his temperament, which is the exact reverse of that which in so many cases Franklin Roosevelt has seemed to find most desirable in his closest associates. Himself a violent extrovert and an expert talker, the President has sometimes chosen to surround himself with oral personalities less distinguished for administrative capacity than for a certain kind of woozy social charm.

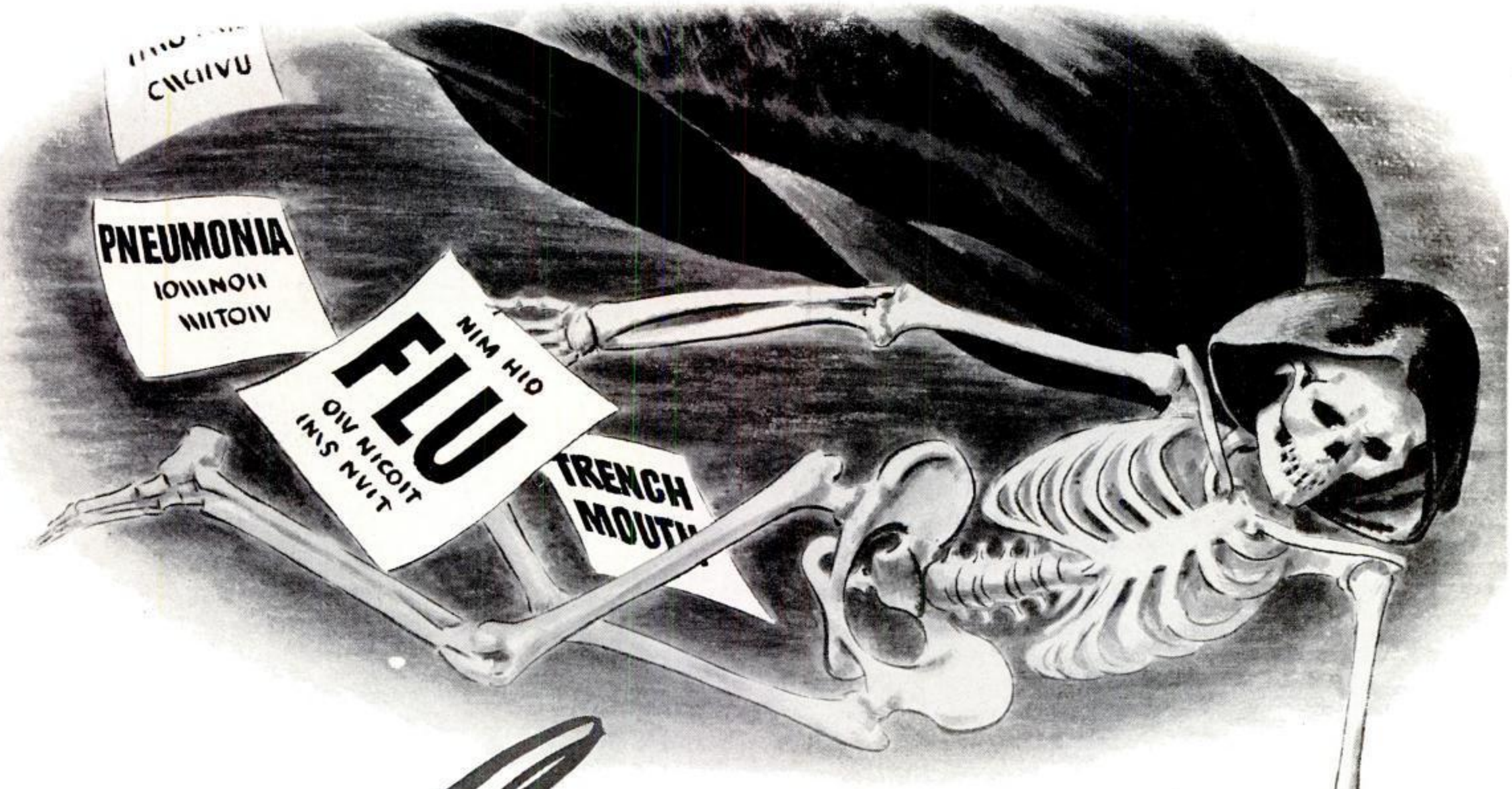
Leahy, unmistakably, belongs in an utterly different category. He is a person who could never conceivably mistake a strong speech for a strong deed nor fail to include, in his thinking about any objective, the means of its attainment. Leahy is one of the few important members of the White House circle whose acquaintance with the current occupant antedates the illness which so deeply changed the President's ego. Leahy and Franklin Roosevelt met first in the early days of the first World War when Leahy was a seasoned professional officer, first in the Bureau of Navigation and, later, as director of gunnery exercises. As an inexperienced Assistant Secretary of the Navy, Franklin Roosevelt found him a wise and dependable consultant. There is still a trace of almost filial admiration in the Presidential attitude toward his 67-year-old "legman."

One advisor who doesn't "yes" the President

Leahy repays his Commander in Chief's confidence with a loyalty that lacks the easy acquiescence so noticeable in the President's younger and more recently acquired counselors. Mindful of his promise to Leahy in 1939, Roosevelt was on the point of recalling him

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Now's no time to flirt with *Contagion!*

Remember 1918! . . . Flu swept our nation . . . over 20 millions were stricken . . . Six Hundred Thousands died—more than ten times our losses in action in the entire war.

☆ ☆ ☆

War and epidemics have been disastrous partners throughout history.

A similar epidemic NOW might spread with appalling swiftness from community to community, from industry to industry, killing our people...paralyzing our armament program... delaying the eventful day of Victory. Truly, now is no time to flirt with contagion.

Now more than ever it is patriotic to keep well—and on the job. That is why we are told to "keep fit"..."eat nourishing foods" ..."avoid fatigue". For only a nation that is physically strong can resist the threat of illness—of epidemics.

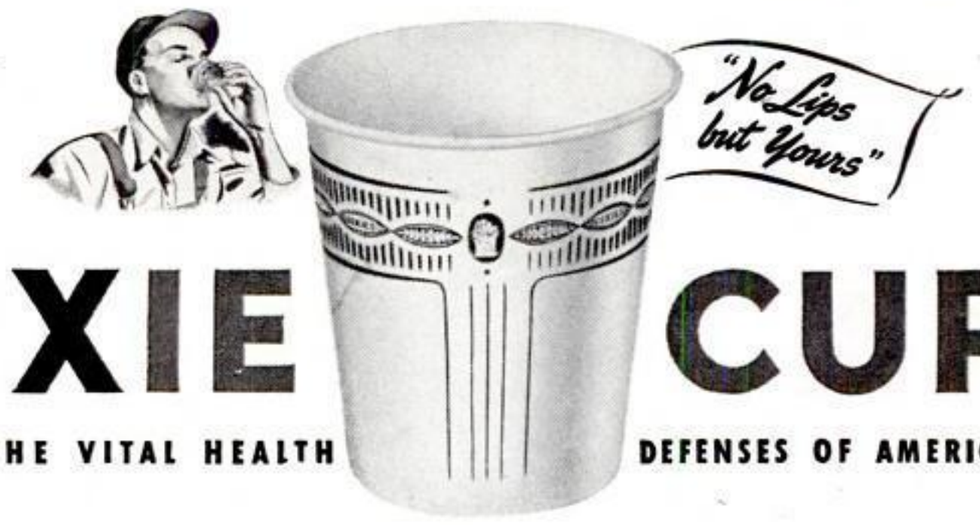
Contagion spreads in various ways. Public Health officers recognize that one of the dangerous avenues for the spread of influenza, trench mouth, common colds and other even more vicious diseases, is mouthing the rims of cups or glasses not adequately sanitized after use by others...just soaping and rinsing is not enough.

Fortunately, today countless soda fountains and other public drinking places are taking extra precautions to safeguard their patrons against such illnesses by serving every customer in a fresh new Dixie Cup. Each cup is used but once and thrown away—thus breaking one of these likely chains of contagion.

So when you drink in public, don't relax your peace-time health precautions. Continue to say, "Please serve mine in a DIXIE CUP."

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Product of DIXIE-VORTEX COMPANY, Easton, Pa., Chicago, Ill., Toronto, Canada.



DIXIE CUPS

ONE OF THE VITAL HEALTH DEFENSES OF AMERICA-AT-WAR

A few of the places where Dixies are serving war-time America...



With the Army. Dixie Cups are protecting the men at the canteens and at recreation spots near camps.

With the Navy. All Navy soda fountains aboard ship serve in paper cups.





In Construction Camps, at Naval bases, arsenals, ammunition dumps, airplane factories and other war construction projects, they are used to bring water to the men on the job. The water bucket and unsanitary dipper are dangerous relics of the past.



In Factories, working under pressure of war demands, workers are brought hot foods, between-meal snacks and refreshing drinks in Dixies—to keep the human machine at its peak of performance.



Plant cafeterias, feeding workers by the millions, are finding Dixie Cups the ideal solution to handling the tremendous serving problem. Dixies eliminate the hazard of careless dishwashing, serve the workers quickly, safely and without the accident and sabotage potential present with glass or crockery.



In soda fountains everywhere, labor shortage and urgency of health precautions are causing a tremendous swing to service in single-use paper cups—DIXIES.

☆

On many fronts, on trains, in offices and public buildings Dixies are helping to protect the health of America's warriors, workers and civilians. The paper cup has truly become a war-time necessity.

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BEHIND the curtain of war censorship, American inventive genius is enacting a thrilling drama of achievement, of scientific advance.

But only occasionally is it possible to tell the story of these accomplishments that assure the continued leadership of America.

Here is one such story that can be told now.

For years the Pennsylvania Vacuum Cup Tire was acknowledged as the nearest to anti-skid perfection. But it was too noisy. To make a vacuum cup tread that would grip the road and then come away silently seemed impossible.

But, Pennsylvania designers licked the problem. By upsetting the entire current principle of non-skid design, all ridges and cleats were eliminated. A silent vacuum cup was invented.



The tread is smooth for silence. The cups grip the road and resist skidding in all 360 degrees of the circle. At the instant the cups are ready to leave the road, the vacuum disappears and silence reigns. . . . Who says it can't be done? It is being done!

"Pennsylvania" is now busy with war production, but the new, *Silent* Vacuum Cup Tire will be available after Victory.

As a reminder of American inventiveness, Pennsylvania Rubber Company has published a booklet—"Let This be a Lesson to Pessimists." A copy is yours for the asking.

Pennsylvania
RUBBER COMPANY
JEANNETTE, PENNSYLVANIA



Leahy's first sea assignment after Annapolis was aboard the battleship *Oregon* during her famous run to Santiago Bay in 1898. Whiskers had deeply impressed his classmates.

ADMIRAL LEAHY (continued)

from Vichy last January when Weygand's removal from the Pétain cabinet made his ambassadorial presence abroad seem more imperative than ever. When Leahy was finally recalled in June, the President's major motive was to give him his present post, but there was also a diplomatic purpose to be served in allowing Vichy to feel that the recall was intended to express U. S. disgust at the reappearance of the porcine Pierre Laval. Consequently, it seemed wise to defer the ambassador's elevation to his new post until some weeks after his return. Leahy's voyage home, bringing with him the body of his beloved wife, was the tragic conclusion of what had been inevitably a bitter and a hopeless task.

Alone in Washington at the start of the dreariest summer in U. S. history, the ex-ambassador found little to cheer him in the first weeks after his return. He spent his days completing his reports for the State Department in a gloomy office so meagerly staffed that he usually answered his own telephone. If Leahy felt forgotten, however, he gave no sign of it. Nor did he express any particular surprise when, answering the telephone one day, he found that the President was calling to see if he could come for lunch.

It was at this lunch that Leahy's new job was outlined. The title was evolved later at a conference where Leahy himself pointed out that the public was tired of "advisers" and that even official Washington would pay small attention to him if he were billed as such. The President concurred. Leahy soon afterward stated his own conception of his post: "It will relieve the President of a terrific burden which he hasn't had time to perform. Everybody knows that he has a million duties pressing in on him. . . ." The opportunity to lighten this burden somewhat has pleased Leahy and it has also helped him to recover from the shock of his private loss.

Best sailors come from driest land

A study of U. S. maritime history suggests that a good case could be made out for the theory that the best sailors come from the driest land. Naval warfare puts a high premium on daring and the willingness to try new things. A young man who has grown up close to the coast may go to sea as a matter of course, but an inlander will scarcely decide on a maritime career unless his disposition is innately adventurous. U. S. naval annals are brightly lit by the accomplishments of landlubber captains, and Leahy, the descendant of grandparents who emigrated from Ireland in 1836, is a case in point. His father, after serving as a captain in the Civil War, practiced law first in the little town of Hampton, Iowa, where Leahy was born, and then in Wisconsin, where the admiral grew up. Leahy's appointment

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"Don't shove, Elmer, there's no shortage of War Bonds," smiled Elsie

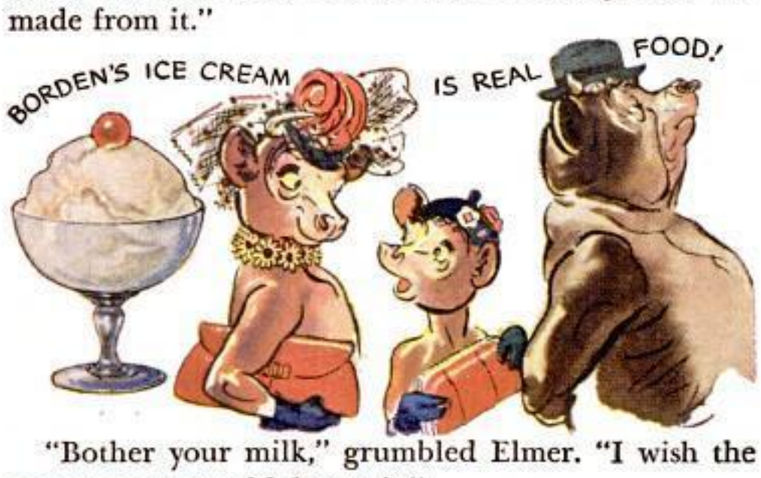
"Well, seems like everybody in the city has to buy War Stamps and Bonds at the same time," rumbled Elmer, the bull, trying to push his way into line and stepping heavily on a woman's corns.

"Humpf, I guess it takes all kinds of people to win a war," said the woman tartly. And she jabbed Elmer sharply with her umbrella.

"Oh dear," sighed Elsie, the Borden Cow. "Can't you be a little more careful, Elmer?"

"Somebody must have shoved me," bellowed Elmer. "I suppose *you* are always careful!"

"Goodness, yes," said Elsie. "I shudder to think what the Borden inspectors would say if I weren't. You know how many people rely on my pure, wholesome *Borden's Milk* and all the fine things that are made from it."



"Bother your milk," grumbled Elmer. "I wish the government would freeze it."

"The government doesn't have to," chuckled Elsie. "Borden freezes both my milk and cream. The result is *Borden's Ice Cream*—the smoothest, most scrumptious ice cream anybody ever dipped a spoon into!"

"Is the $3.18 I saved from my allowance enough to buy a tank, mommy?" asked little Beulah, who had been having a hard time keeping quiet while the grownups were talking.

"W-e-l-l, I'm afraid it's not *quite* enough for a tank," Elsie explained. "But don't let that worry you. Armies need lots of little things just as much as they do tanks."

"What little things?" asked Beulah skeptically.

"Oh any number of little things," said Elsie. "For example, both our armies and our allies use carloads



of *Borden's Irradiated Evaporated Milk*. And it makes simply marvelous creamed soups and mashed potatoes."

"Bah," snorted Elmer. "Our life is an open cookbook."

"I'm glad you reminded me, Elmer," Elsie laughed. "The minute we get home I promised to get out the cook book and show Beulah how to make a big box of candies and cookies to send to the soldiers. It won't take but a minute with *Borden's Eagle Brand Sweetened Condensed Milk* because Eagle Brand is milk *plus* sugar."



"Don't try to sweet-talk me," roared Elmer. "I don't have to leave the house to discuss how wonderful *you* are. I like your crust!"

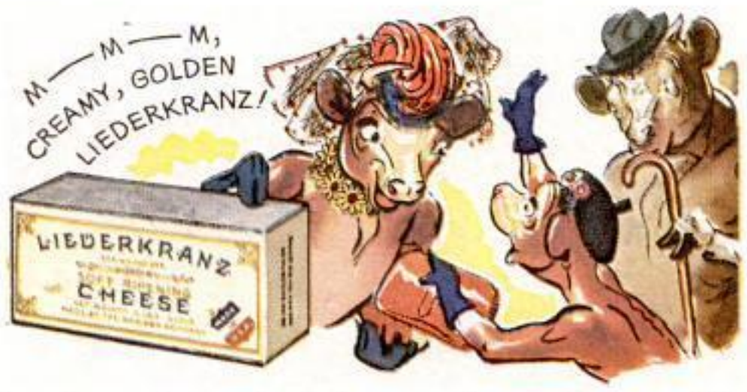
"Everybody likes a good crust," Elsie beamed brightly. "But the spicy, old-fashioned flavor of Borden's



None Such Mince Meat does more for a mince pie than the flakiest crust ever baked."

"That," Elmer sneered sarcastically, "was not the kind of a crust I meant."

"Then you must have been talking about the golden crust on creamy-centered *Borden's Liederkranz*," replied Elsie thoughtfully. "Liederkranz is the *one*



American cheese that's famous the world over. It's only one of a score of *Borden's Fine Cheeses*, and, of course . . ."

"If you're coming to the good part, let *me* say it," broke in little Beulah excitedly. "I've been practicing all week!"

"Are you sure you know it perfectly, darling?" asked Elsie dubiously.

"Yes, mommy, honest I do," Beulah almost shouted, as she jumped up and down. "Just listen . . . *'if it's Borden's, it's* got *to be good!'*"



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EYE OPENER!

If you have an idea that men's clothes may not be up to par this fall, this may be an eye opener for you...because you're going to be pleasantly surprised when you inspect the handsome line-up on display at your Hart Schaffner & Marx dealer's!

For, despite the times, *nothing has happened to the quality of Hart Schaffner & Marx clothes.*

Today, these famous clothes are made to the same high quality standard they have always been. All wool fabrics. Expert tailoring. Smart style. Fine needlework. Good fit. Long wear. Everything you've always had in Hart Schaffner & Marx clothes you *still get today!*

The evidence is ready for you now, at the Hart Schaffner & Marx store in your town. See these good-looking new fall clothes this week!

FREE! *Ask your Hart Schaffner & Marx dealer for your copy of "How to Make Your Clothes Last Longer"—a complete, illustrated booklet of practical hints on how to get more mileage out of your clothes.*

HART SCHAFFNER & MARX

NOW MORE THAN EVER

A SMALL THING TO LOOK FOR BUT A BIG THING TO FIND

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ADMIRAL LEAHY (continued)

to Annapolis was the consolation prize for one to West Point which he wanted but was unable to attain. It seemed to him to be a reasonable gamble, which is something he has always welcomed.

Leahy entered with the class of 1897 and made his first voyage on blue water in the 100-year-old frigate *Constellation*. This historic relic of the War of 1812 had just completed a rough crossing to Europe for the purpose of returning exhibits, animal and otherwise, from Chicago's World's Fair I. The old ship not only leaked but smelled. Leahy and most of the other midshipmen aboard soon began to have grave doubts about their suitability for Navy life. These doubts proved notably ill-founded.

Since Leahy entered it, the class of 1897 has had time to prove itself the most remarkable in Annapolis records. Out of a total of 47 members, it has produced the unusual total of nine admirals. Four of these—Leahy, Hart, Yarnell and Hepburn—have been the top U. S. sailors of their time. College classes which surpass their competitors often do so by a wide margin. This phenomenon seems to be due less to a profound superiority of personnel, which would contradict the law of averages, than to a slight superiority of personnel which results in, and is increased by, abnormally lively competition among its members. In any case the 57 members of the class of 1897 spent most of the four decades which preceded their retirement in trying to outdo each other. Records of this worldwide individualistic competition, which serves as the Navy's peacetime substitute for war, were scrupulously kept by Joseph Powell, class president and now a special assistant to Secretary Knox. Powell, who resigned from active service years ago to enter private business as a shipbuilder, led the class. He recalls that Leahy, who stood 15th, was generally regarded as destined for high honors. This may have been partly because, entering at 18, Leahy was older than most of his classmates. He impressed them further by possession of hard whiskers and a judicial manner, borrowed from his father.

Leahy's service began flashily. Commissioned as ensign on his graduation, he was detailed to join the battleship *Oregon* soon after she entered service in 1896. No sooner had Leahy boarded the *Oregon* than she began her famous voyage round Cape Horn which ended when she dashed into the battle of Santiago, all guns roaring, just in time to get major credit for winning the battle.

Leahy, who had enjoyed his first taste of war, found the next 15 years somewhat anticlimactic. They included nothing more exciting than steady commutation across both oceans, duty in different capacities on a dozen ships of assorted sizes, shore posts of varying degrees of responsibility from Manila to Newport, not to mention service in

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As commander of the Fleet Battle Force in 1936, Leahy (*left*) confers with predecessor, Admiral Laning, aboard U. S. S. *California*. Next year he was Chief of Naval Operations.

Classic in Rayon...

Follow the trend to careful buying with a style and a fabric that lasts! Queen Make. In Quanda Crepe, a Hayman fabric of Tubize Rayon. Sizes 12 to 40. About $8.

Altman's, New York; Pogue, Cincinnati; Robinson's, Los Angeles; Jordan Marsh, Boston; Kaufmann's, Pittsburgh.

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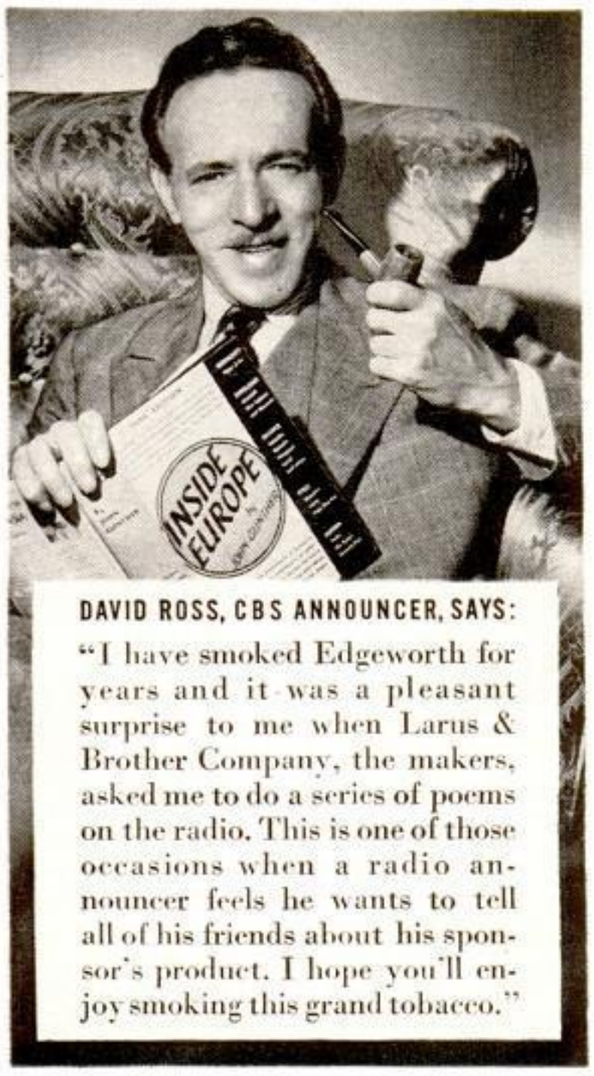
- A well-fitted dress looks twice as smart...lasts longer. See that your dress fits well.
- Put shields in at once...and change them often; perspiration weakens and discolors fine fabrics.
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ADMIRAL LEAHY (continued)

the Boxer Rebellion and the Philippine Insurrection, all properly punctuated by promotions.

In 1904 Leahy, then a lieutenant, j.g., proposed to Louise Tennent Harrington of San Francisco, whose sister had married his superior officer, the late Vice Admiral Albert P. Niblack. Niblack, then a senior lieutenant, was consulted as to Leahy's future prospects by Miss Harrington's father. Niblack's decision was that they were satisfactory. Leahy and Miss Harrington were married that February.

Leahy's sojourn in Washington, which resulted in his first meeting with Roosevelt, was the most consequential but by no means the most spectacular portion of his service in the first World War. Before the U. S. declared war, he spent a year at sea in command of the U. S. S. *Dolphin*. Made a commander in 1917, he spent most of the next year and a half convoying troopships as executive officer, first on the *Nevada* and later as commanding officer of the *Princess Matoika*. Leahy's service on the latter got him the Navy Cross for "distinguished service . . . in the important, exacting and hazardous duty of transporting and escorting troopships and supplies to European ports through waters infested with enemy submarines and mines." When the war ended, he went back to Washington as senior member of a board to revise gunfire and fire-control instructions in line with new developments in naval ordnance. This board's findings so far exceeded their purpose as to be the basis of practice still currently employed throughout the Navy.

The enthusiasm of the U. S. for war in general and the Navy in particular was expressed clearly in the first decade after the war by the profoundly symbolic act of sinking its own battleships. For humanitarian reasons, it was found injudicious to sink officers and crews as well, although the meager quota of attention and prestige accorded them often made it seem that this had merely been an oversight. Leahy served for two years each as head of the bureaus of ordnance and navigation. By the time his old friend Franklin Roosevelt, with whom he had kept up occasional correspondence, was inaugurated in 1932, Leahy was a rear admiral and considered to be Chief of Naval Operations timber. After two more years at sea, commanding first the battleships of the battle force and then the entire battle force of the U. S. Fleet, he returned to Washington in 1937 as the Navy's No. 1 sailor.

He finds tough going with Congress

Leahy's two and a half years as Chief of Operations were largely spent in arguments, now wholly implausible, with Congressional committees which were then being commended for their hardheadedness in refusing to permit such jingoistic extravagances as the fortification of Guam. Like General MacArthur, whose term as Chief of Staff of the Army had also been devoted to gloomy prophecy, Leahy found the going hard. The phrase "two-ocean Navy" was regarded as a typical marine hyperbole. Leahy's insistence that the U. S. might well find itself simultaneously at war with Germany, Italy and Japan served as the stimulus for a fine flow of legislative sarcasm which, against less persistent firepower than Leahy's, might have proved decisive.

Leahy's most aggressive foe was the belligerently pacifistic Representative Brewster of Maine who, having trapped the admiral into an admission that the U. S. Navy, ship for ship, equaled any other in the world, triumphantly pursued his advantage by asking Leahy why in this case it was necessary to build up to the 5–5–3 ratio vis-à-vis Japan. Why, indeed, Brewster demanded, had the 5–5–3 ratio ever been inflicted on the latter? Polishing his pince-nez calmly, Leahy answered this question with a demonstration of his capacity for contemptuous understatement. "I do not know," he said, "I was not at the conference."

Leahy failed to attain his objective as to Guam, and Congress was disinclined to heed the horrifying thought that the U. S. might someday have to defend itself on both sides at once. He was, however, instrumental in getting the money to equip Dutch Harbor after a fashion and to construct the two battleships provided for in the Naval Expansion Act of 1938. The current existence of the Alaskan base, the battleship *Iowa* which was launched last month and the new one now nearing completion, represent in 1942 the equivalent of a major naval victory. Having won it none too soon, he felt entitled to retire on Aug. 1, 1939. This retirement enabled him to become a sort of seagoing elder statesman. It was followed promptly by the three biggest jobs of his career.

First of these three jobs was the governorship of Puerto Rico, to which Leahy was appointed in September, over the protests of U. S. civil liberties groups which resented the martial implications of the

CONTINUED ON PAGE 112

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Governor of Puerto Rico in 1939, Leahy wore top hat for inauguration (*above*), then threw it away. He was conscious early of immense importance of Caribbean outposts.

ADMIRAL LEAHY (continued)

move. After his inauguration speech, Leahy handed his top hat to an aide, saying: "You can throw that away—I won't need it any more." He made good his prediction both by giving the island the best administration in its 44-year history as a U. S. possession and by familiarizing himself with a section of the Caribbean whose technical importance was as clear to him then as it has become to others since. The equipping of the island for its present function was well underway by the time he was recalled in 1940 to undertake the ticklish post of ambassador to France.

Naval officers, whose training includes frequent practice in representing their governments as semiofficial envoys, usually understand the rudiments of diplomacy. Leahy understood a good deal more than that and the appointment of the seasoned admiral as ambassador to a state headed by a weary, if not senile, general proved to be a master stroke. Having crossed the ocean dramatically on the U. S. cruiser *Tuscaloosa*, Leahy arrived at Vichy in a phenomenal snowstorm which struck an appropriately Wagnerian note for his sojourn there.

Paris press said he ruled France

He and Pétain had met once before, at Yorktown, Va. in 1931 when Pétain was representing Pierre Laval's government at a celebration of the 150th Anniversary of the surrender of Cornwallis at Yorktown. At Vichy, Leahy was closer to Pétain than most of the members of the marshal's own government, for several of whom the contempt shared by the two gentlemen served as a mutual bond. Leahy's job was first to convince Pétain that England has a chance to win the war, and second to make the marshal feel that France had U. S. support in resisting Axis pressures. Clearly, these ends called not for a frontal attack but for a delaying action. Leahy's accomplishment in this direction, however, was less thoroughly appreciated in the U. S. than in Paris, where the German-controlled press accused him of being the dictator of Unoccupied France.

Up to the time of his departure last May, Leahy and Pétain saw each other once a week or so, conversing in French except on crucial occasions when Leahy, whose command of the language is not profound, felt obliged to use an interpreter. In Vichy the Leahys lived in a small villa that had previously been occupied by an American doctor. The admiral took small part in the surprisingly active social and recreational life of the town. Aside from an occasional obligatory dinner, he spent most of the time with members of his staff. His schedule of work was so precise that clerks in the Luis Nuitton luggage shop near the Hotel du Parc, which he passed on his way to the Embassy, set the clocks by his arrival in his limousine at 9:30 in the morning and his departure on foot at 5:30 in the afternoon.

Leahy started back to the U. S. a week after his wife's death in a Vichy hospital where she had apparently reached convalescence after a serious operation. Friends who met him on his arrival were shocked by his worn appearance. He said to one of them, in a rare confession of private emotion, that he felt deprived of all incentive. Since his recent appointment, the admiral's spirits, outwardly at least, have revived considerably. Leahy's own health is extraordinarily good for a man of his years and he habitually puts in a ten-hour day without visible signs of fatigue. At 67, the admiral stands as straight as he

CONTINUED ON PAGE 114

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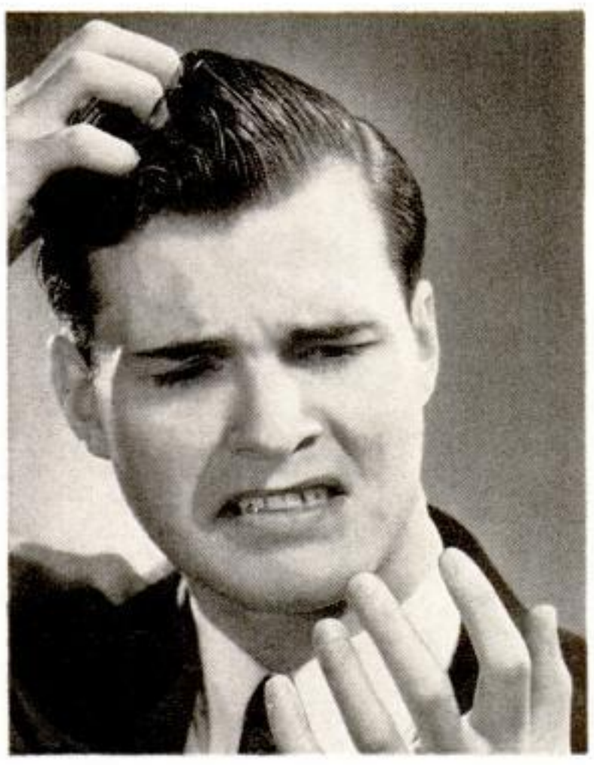
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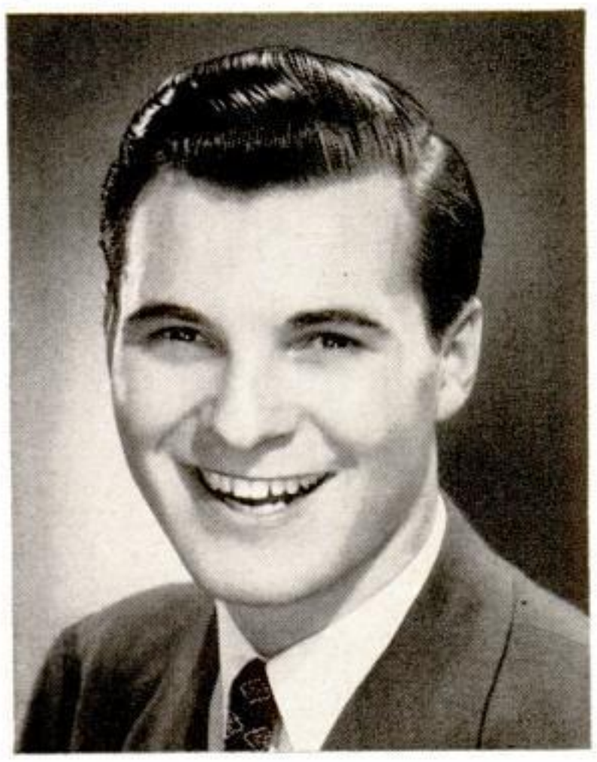
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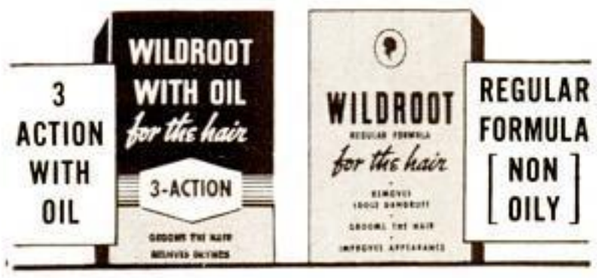


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ADMIRAL LEAHY (continued)

did in his 30's, walks with a springy step and speaks in sharp, measured syllables, punctuated by an occasional mild profanity. In private conversation recently, Leahy summed up the results of the hour-long conversation with Laval which had been one of the more depressing incidents of his career as an ambassador. "Hell," he said, "there wasn't really a useful thing that we could say to one another. He expressed a personal desire that the Allied nations be defeated by Germany."

In private conversation, Leahy also said not long ago that he thinks—in company with some 2,000,000,000 other people—that the United Nations war maps currently look as though "a lot of damn hard work will be needed." In discussing types of work the admiral rarely speaks of strengthening defenses or anticipating Axis blows but almost always in terms of an offensive. The action in the Solomon Islands was planned before he became an official member of the Washington war council. It is, however, entirely in line with his tactical theories about the Far East. He thinks it would be "relatively inexpensive" to knock out Japan, if we could spare forces to "hit them one hell of a well-directed smash." Though this may be impractical at the moment, Leahy keeps the idea commendably forward in his thoughts and it is a safe assumption that he will shape the thinking of the Combined Chiefs of Staff along such lines.

Leahy's views on the subject of a second front in Europe are those of almost every other competent professional soldier or sailor: that the question is one, not of desirability, but, exclusively, of practicality. Leahy realizes that a successful second front in Europe might be a good way to win the war, but that an unsuccessful one would be an even better way to lose it.

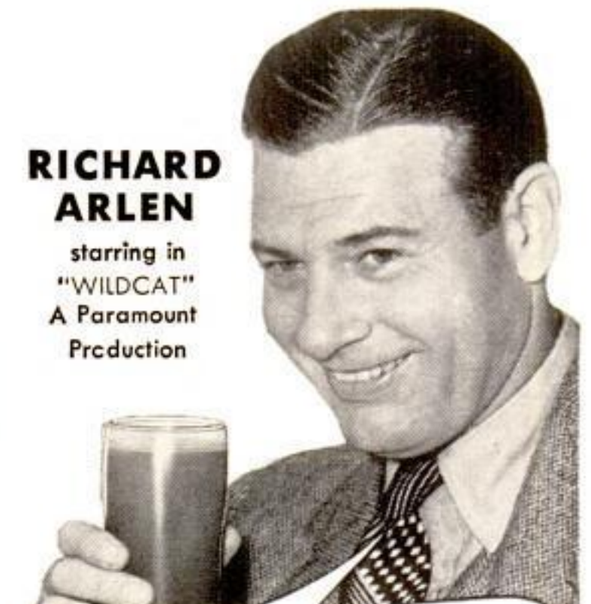
Leahy's qualifications as a global strategist are well-founded. Even leaving out the postgraduate course in practical geopolitics which he has taken since retirement, his 40-year curriculum in active service was unequaled for variety. No previous Chief of Operations in U. S. history had headed two major bureaus. Almost the only item left out of Leahy's training for his present unique post was a term at the Newport War College where many future admirals spend a year or two working out tactical riddles on a parquet floor. Leahy, too much of a practical seaman to be much interested in such abstractions, studied his textbooks to equally good effect while simultaneously testing them at sea.

Critics call him a battleship admiral

There are of course two Washington schools of thought about Leahy, as there are about everyone else in the war effort. The admiral's detractors point out that he saw little active duty on planes, submarines or destroyers, currently the Navy's most serviceable weapons; that since his service in the Far East dates back some 30 years, his impressions of this important area may be badly out of date; and that even his positive achievements as Chief of Operations are chiefly important as evidence of misplaced enthusiasm for battleships as compared to planes. If it were possible to determine the exact capacities of all warriors in advance, no nation would ever lose a war. Leahy's competence will be decided not by Washington discussion groups but by history. Meanwhile, the fact is that his talents as



With his wife Leahy departed in good spirits for assignment as ambassador to Vichy late in 1940. Her death in France was crowning sorrow of a bitter and thankless task.



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a strategist are less in demand than some of his less martial virtues, such as the ability to make other strategists see eye to eye.

Hailed as a step toward unified command of U. S. forces, by journalists who naively supposed that the admiral was to be a sort of unofficial superior to King and Marshall, Leahy's appointment was really much more subtle in its aim. Just as serviceable as a one-man command would be a plural command which functioned as a unit. Leahy's real job, most simply defined, is to weld the Army and Navy together not by commanding both but by acting as an intermediary between them.

Leahy's welding operations are complicated by the nature of the war and the nature of the rival services. Owing to the former, one of the Navy's chief functions at present is to run interference for Army troopships. Owing to the latter, Navy men who prefer ball-carrying assignments, are likely to be inwardly disgruntled. General Marshall did not propose Leahy for his post but he seconded the nomination strongly, possibly because he sensed that an admiral emeritus could best make the Navy's obligation seem acceptable. In its demands on tact and sincerity, Leahy's present post makes his diplomatic stint at Vichy look easy by comparison. So far, however, he has handled it successfully in all directions and, unlike some of his colleagues, even gets on well with Secretaries Knox and Stimson. Leahy has known the latter for some years but had never encountered the former until a few weeks ago. Leahy was introduced to Knox by his old classmate, Mr. Powell, who guessed, correctly, that the two would like each other. They dined together and spent a pleasant August evening on the Potomac aboard Knox's secretarial yacht, the U. S. S. *Sequoia*. Also present were Powell, ex-Governor Bass of New Hampshire and Colonel Donovan. The five men, in addition to war, discussed the rubber situation, gas rationing and regional trout fishing.

In adjusting himself to his new duties Leahy has an inestimable advantage insofar as his career, consisting primarily of a long series of adjustments, has given him what amounts to a technique of flexibility. Years ago, when he took over the Bureau of Navigation, a subordinate suggested to him that it might be a good idea to let routine mail be handled by the clerical staff, so that he could devote his time to familiarizing himself with matters of policy. "Hell, no," said Leahy, "how do you think I can find out what's going on here unless I see the letters that go out?" Leahy read every item of correspondence for six months, after which he delegated the chore to an assistant.

When Leahy was commanding the *New Mexico* on her test run, one blade in the propeller broke off with the result that the ship began vibrating so strenuously that it looked as though she might shake off her signal tower. Leahy had to decide whether to go on with the test and risk ruining the ship or to put in for repairs and ruin the test. He chose the former course, to the alarm of some of his officers who were unaware that he had calculated the exact degree of damage and the exact preponderance of chances that it was the wiser. The ability to make decisions of this sort both quickly and correctly requires not only skill and courage but also luck, which in the Navy is recognized as a combination of these virtues together with many other less apparent ones. In this sense, Leahy's luck has been proverbial.

The personal staff of which the Commander in Chief's Chief of Staff is chief at present is less extensive than it sounds. It consists,

CONTINUED ON NEXT PAGE



At Vichy in May, Leahy has a last audience with senile Marshal Pétain (*left*). Leahy's delaying tactics were more appreciated by angry Germans in Paris than by Americans.



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It was our anniversary. The whole crowd surprised us. And say, that buffet supper was the talk of everyone for weeks after! . . . And all because of the complete set of lovely HASKO trays Bob gave me. There were lap trays, serving trays and coasters, too. They make serving so smart and easy.



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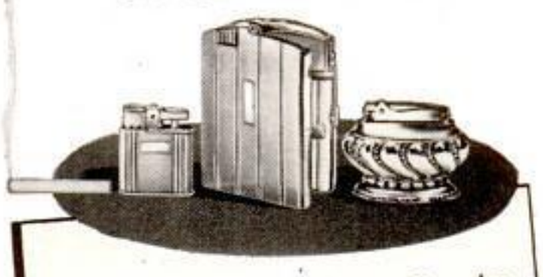
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ADMIRAL LEAHY (continued)

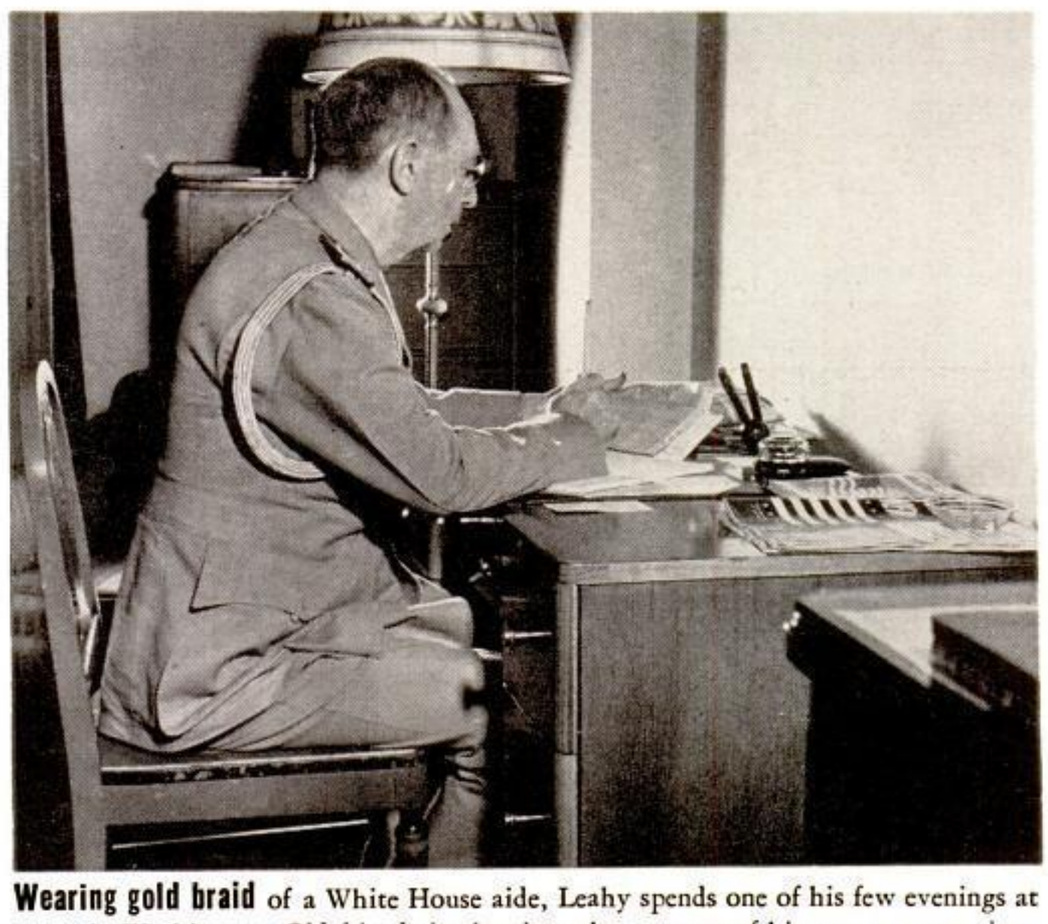
actually, of Commander William L. Freseman, Leahy's aide for eight of the past eleven years; Captain Lanier D. Buford, a young Army officer who serves as junior aide; a ship's clerk named Brand W. Drew, U. S. N., and Mrs. James V. Blaine, the secretary who serves as aide to all the others. Leahy, Freseman and Mrs. Blaine are in the White House office; the two others function at the office in the Public Health Building. Leahy usually reaches his office at the White House about 9, spends most of the morning going over memoranda and reports, and then lunches with Freseman in the basement cafeteria of the other building. At this establishment, nicknamed the House of Lords because it is patronized by so many members of the British staff, the Admiral usually orders milk and graham crackers or a salad and hard rolls. Leahy spends his afternoons at his second office or at staff meetings in the same building.

In the course of their migratory lives, naval officers rarely form friendships of much continuity but are compensated for this by the likelihood of having a fairly wide acquaintance anywhere they may be stationed. Leahy's old friends, of whom Washington is especially full, have lately made a point of trying to keep his evenings occupied. Leaving his telephone number with the operator at the office exchange, in case the White House calls him, Leahy is likely to dine with such cronies as Captain Wells, with whom he served in China and who now runs a bank in Washington; Vice Admiral Fairfield of the Maritime Commission; or Admiral Tommy Hart who, since his return from the Southwest Pacific, has been working as a member of the Navy's General Board. When not so engaged, Leahy likes to spend his evenings at home, devoting the hour or so after his arrival to conversation with his grandchildren who, except for the President of the U. S., are his chief personal concerns.

He likes to work in secret

Now that the original excitement about Leahy's appointment as Chief of Staff has died down somewhat, there is a good chance that little will be heard from him until the archives of the present war become a part of history. In the goldfish bowl of Washington, Leahy is that extraordinary phenomenon, a human being who has all the authority he wants and detests attention of the kind afforded by newspaper headlines and obvious prestige. No one not present at staff meetings or conferences with the President can hope to know just what responsibility for their doings belongs to the calm, precise admiral; nor is Leahy, like some other more effulgent members of the palace entourage, likely to let such secrets out.

Newspapermen, who know that a sincere desire to remain anonymous is one of the rarest in the human catalog, have resigned themselves to admitting that Leahy is thus motivated ever since his debut at a Presidential press conference some weeks ago. Even seasoned Presidential advisers are likely on such occasions to betray their willingness to be noticed by eye-inviting movements—lighting a cigaret, brushing dust off a lapel, or assiduous toe-wiggling. Seated beside Roosevelt, in accord with the President's promise, Leahy for a full quarter of an hour remained as motionless as an image.



Wearing gold braid of a White House aide, Leahy spends one of his few evenings at home in Washington. Old friends in the city take up most of his meager spare time.



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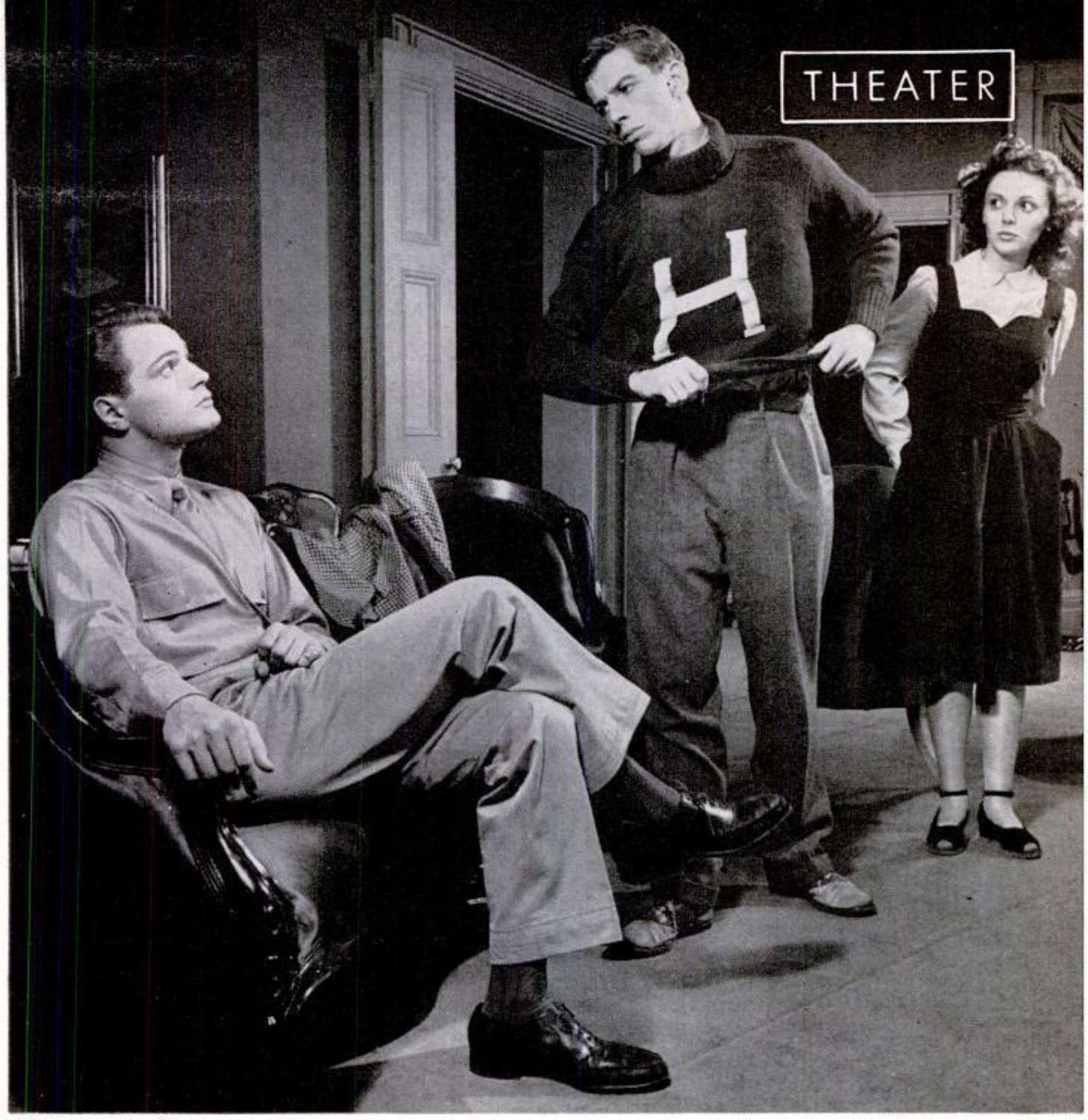
JANIE

She throws a terrific party for her soldiers

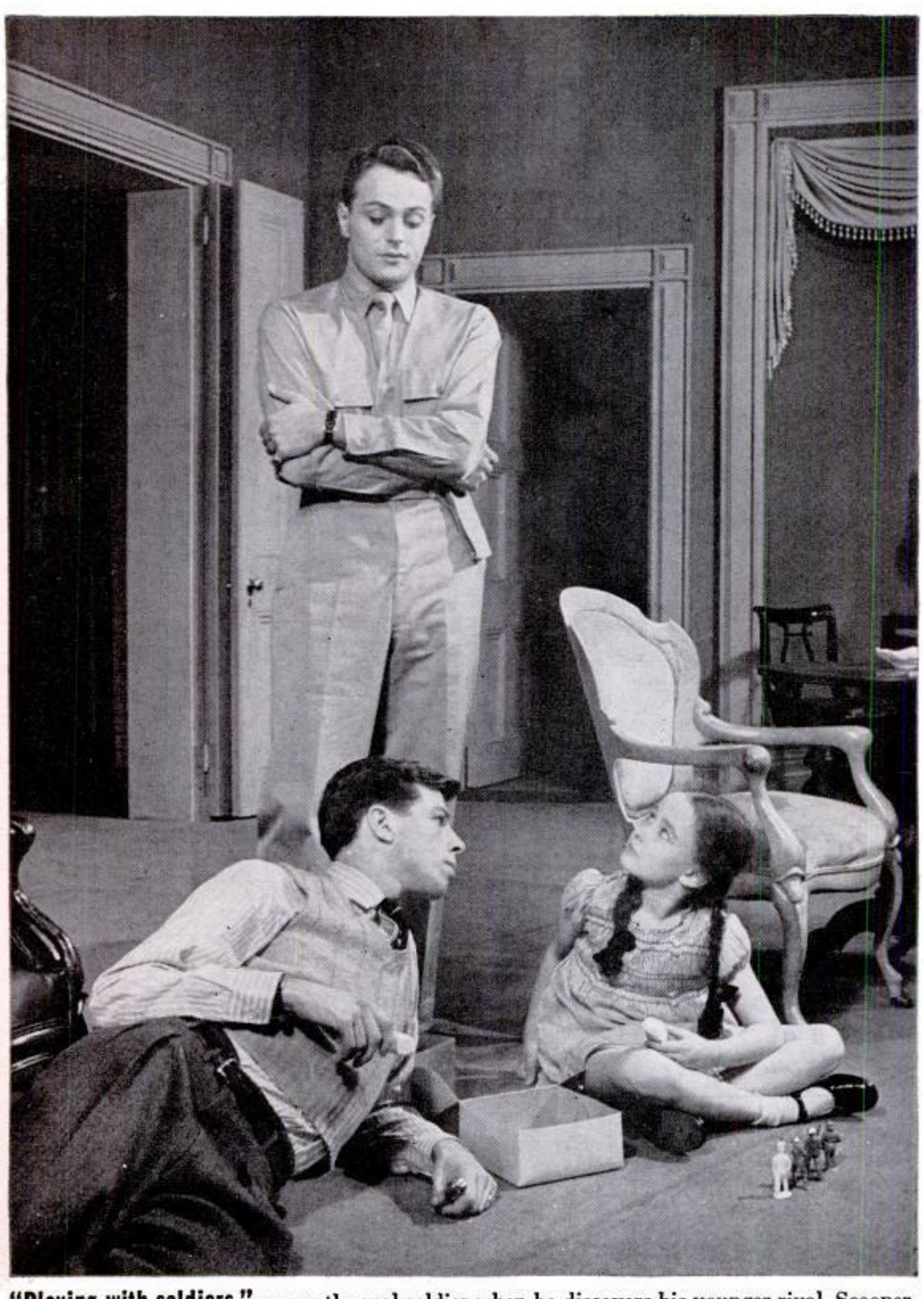
After its busiest summer in 20 years, Broadway is now hustling and hoping for its biggest winter. With *Janie* the new season got off to a fair start. Janie, in the play, is the 16-year-old daughter of a nice small-town family who patriotically sets out to entertain a few homesick soldiers from a nearby camp. As a hostess, Janie is a wow. Her weenie roast for the boys turns into a bigger riot than the Boston Tea Party.

Janie first appeared in a novel by Josephine Bentham who collaborated with Herschel Williams to put her into a show. She is acted by a newcomer, Gwen Anderson of Des Moines, Iowa, who got the job by one of those one-in-a-thousand breaks that give young girls false hopes about Broadway. Gwen took her first trip to New York with her mother this summer. She had previously played in a few West Coast stock companies. She went to Producer Brock Pemberton, looking for a bit in *Janie*. He gave her the star part. Other actors to whom open-minded Pemberton has given their first big chance are Claudette Colbert, Miriam Hopkins, Fredric March, Walter Huston, Margaret Sullavan, Robert Montgomery.

Though *Janie* is no great shakes as drama, it is already a box-office hit because it is gay and heart-warming and has been produced with veteran skill. *Janie* is the kind of play that soon will be a great favorite with high-school dramatic clubs. Only good girls, who know how to be funny, can achieve such solid glory.



A fight over Janie (*right*) begins when Scooper, her local boy friend (Frank Amy), tears off his high-school sweater to beat up her soldier boy friend (Herbert Evers) who is visiting at Janie's house with his mother.



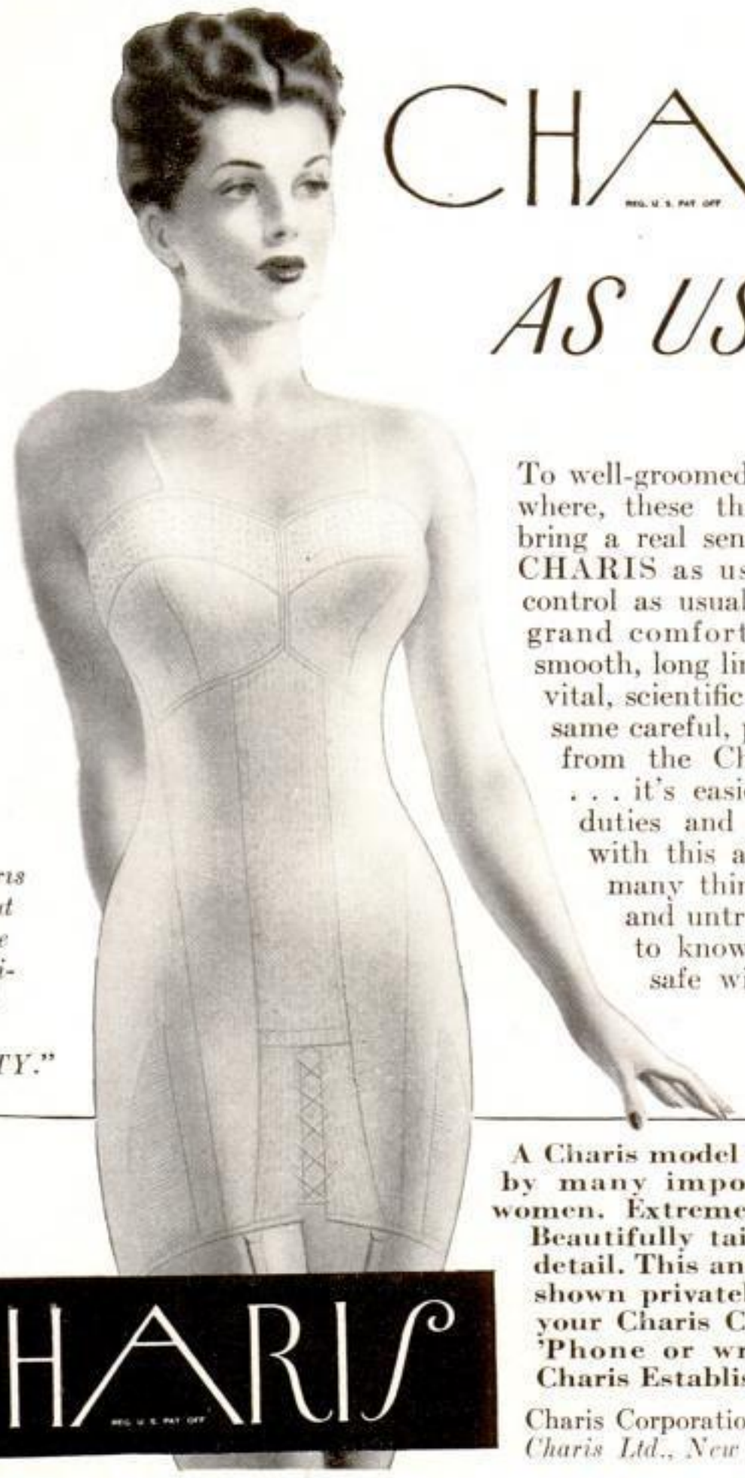
"Playing with soldiers," sneers the real soldier when he discovers his younger rival, Scooper, eating lady fingers and playing soldier on the floor with Elsbeth, Janie's kid sister (Clare Foley).



A terrible show-off, Elsbeth stands on her head while Janie and her romantic new beau want to be left alone. Hard-headed Elsbeth holds out for a 5¢ bribe before she will leave the love birds.

CONTINUED ON NEXT PAGE

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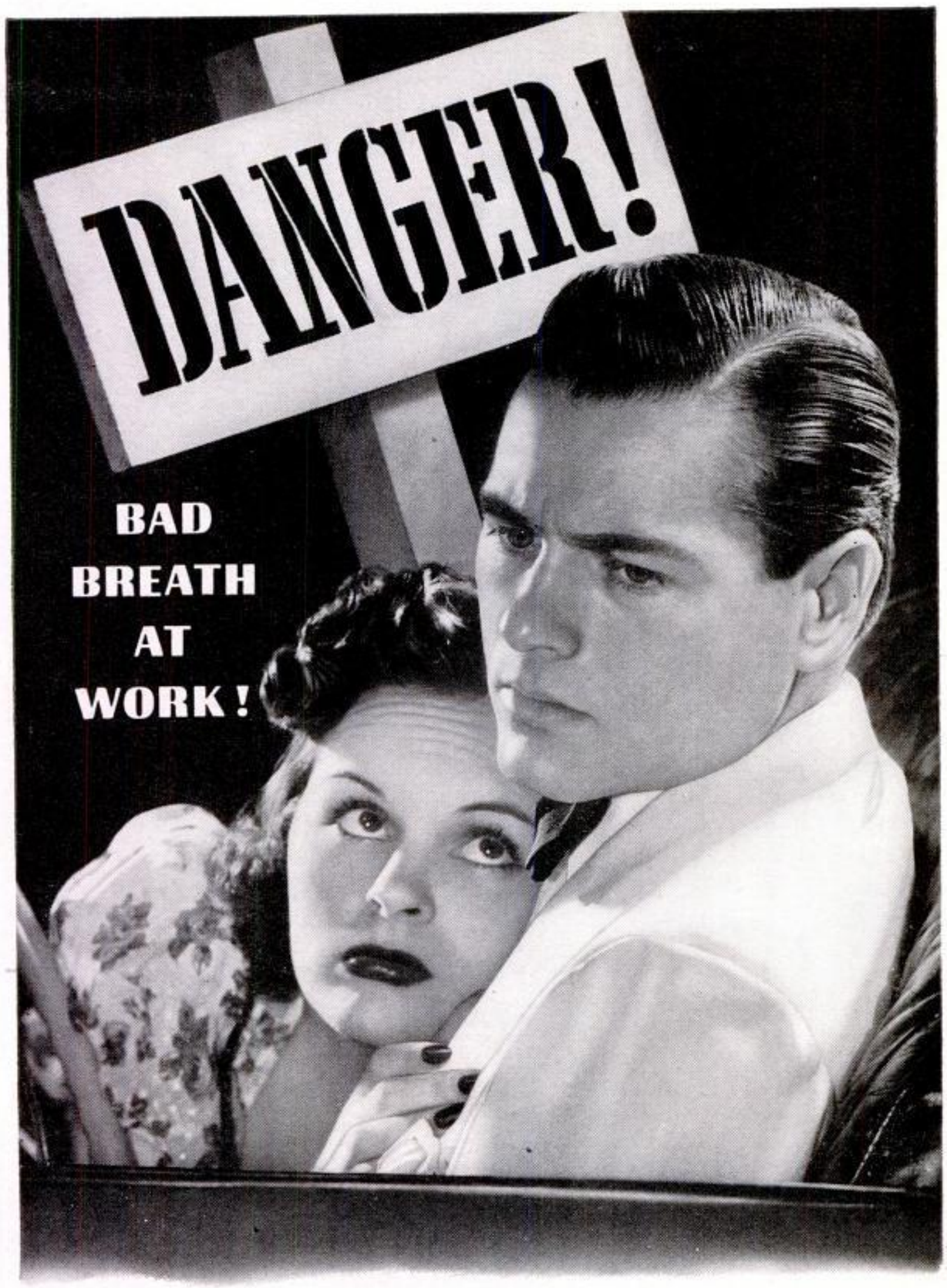
Janie throws a party at home while her unsuspecting family is at the country club. Janie's party starts out small but grows to alarming proportions as soldiers pour in from a nearby camp, park their jeeps on the lawn, break into her father's Scotch, and do rifle practice at midnight. One stray sailor whoops it up in honor of the Navy.





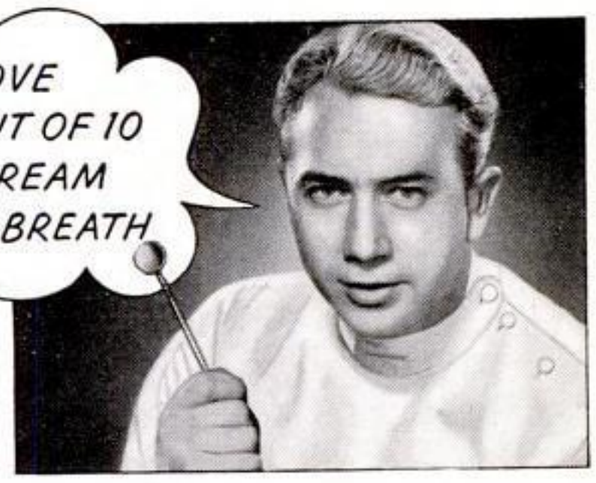
Below: while the party goes on downstairs, some of the boys gather upstairs to serenade Janie (*below, center*) and her high-school girl friends with a song which they wrote especially for her. Meanwhile, Janie has sent her sister, Elsbeth, to her grandmother's house to escape the commotion, but Elsbeth has mysteriously disappeared.





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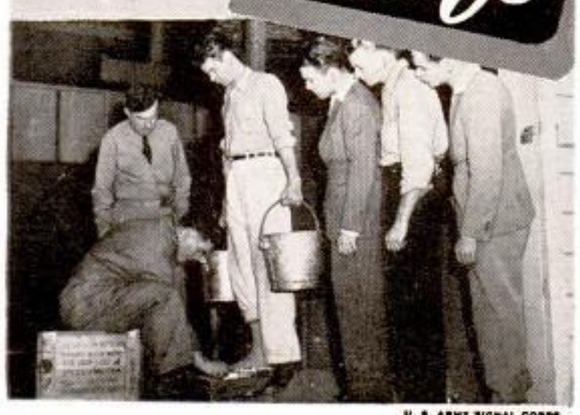
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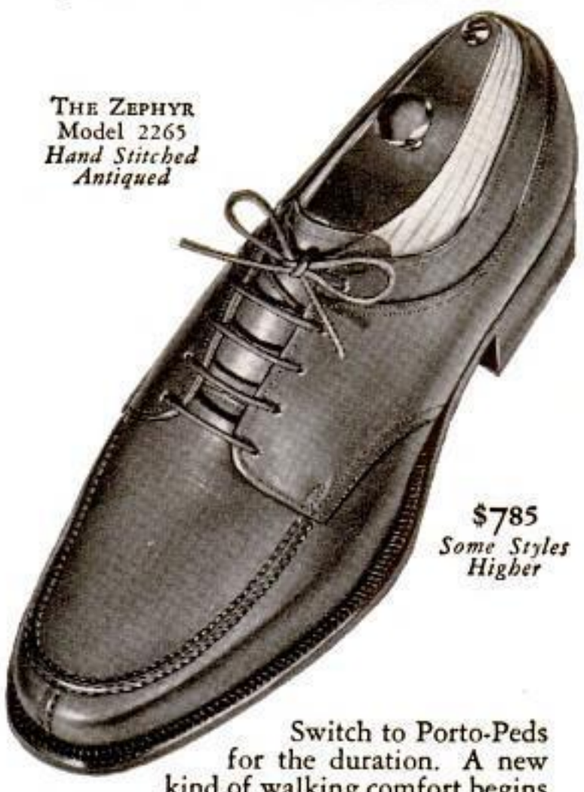


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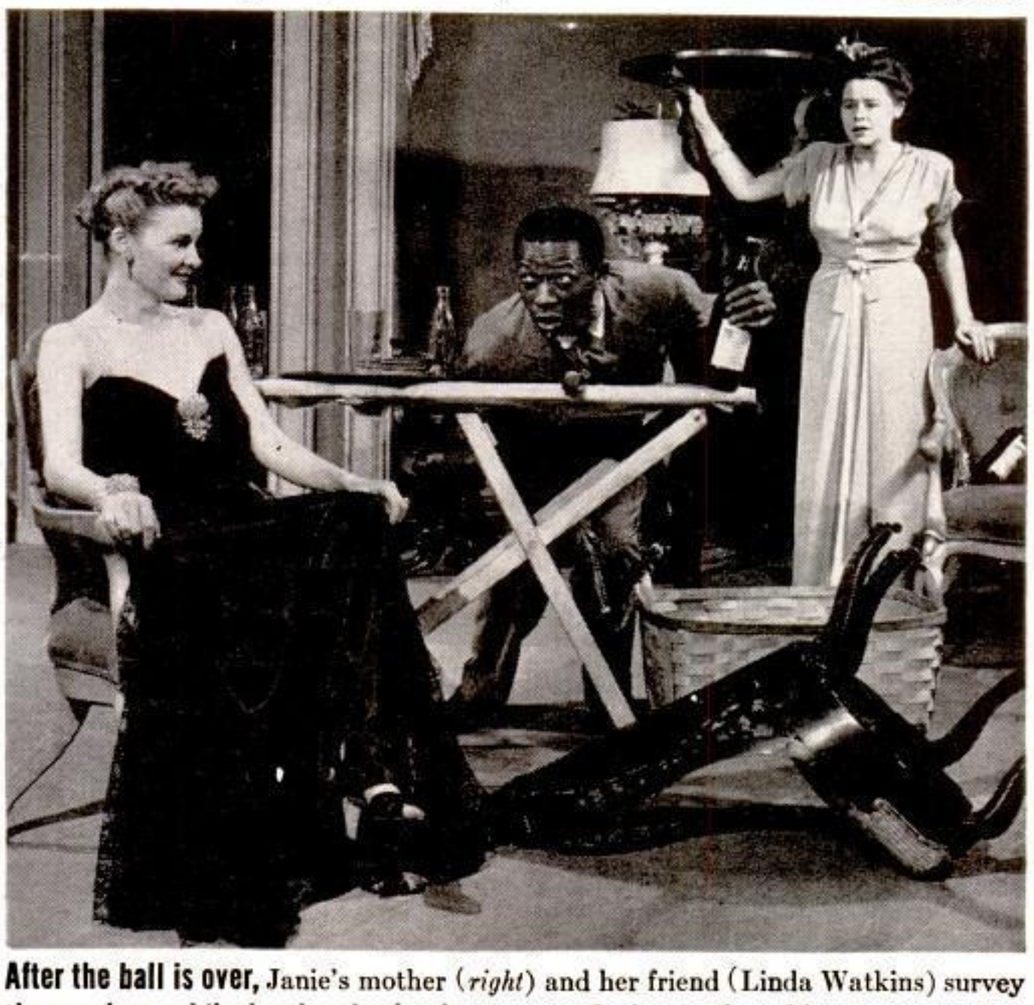
PORTO-PED
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As the party gets wilder, Janie (*left*) tries to hold back one guest who is chasing her girl friend, while her other friend broods over the sad sight of a sailor who passed out.



Janie prays for help when her party gets completely out of control, the neighbors threaten to call the police, and her family is about to return from the country club.



After the ball is over, Janie's mother (*right*) and her friend (Linda Watkins) survey the wreckage while drunken butler droops over the ironing board he set up as a bar.

CONTINUED ON PAGE 125

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No one has ever lived who knew the equal of their courage. And no people have ever had a stouter barricade against a foe. As our aviators fling themselves into that ultimate and decisive battleground—the sky, soaring with them are the hopes of the Democracies of the world.

They are not only fighting; they are "going to school" in a new realm where the scale of man's thinking is large. They see at first hand how small is the world, how easy to fly around it, how petty and futile its fences and boundaries, how inadequate its old yardsticks of distance, and how pinched is yesterday's concept of geography.

Their heroic task accomplished, these airmen will be returning to a new world of their own making, to the world *we* shall live in tomorrow—the world of the air as well as of land and water. The Vultee trainers in which they were cradled and the fighters and bombers in which they utilized their skill will sire planes of Peace. And the universal air will vibrate with their promise of things better far than we have known.

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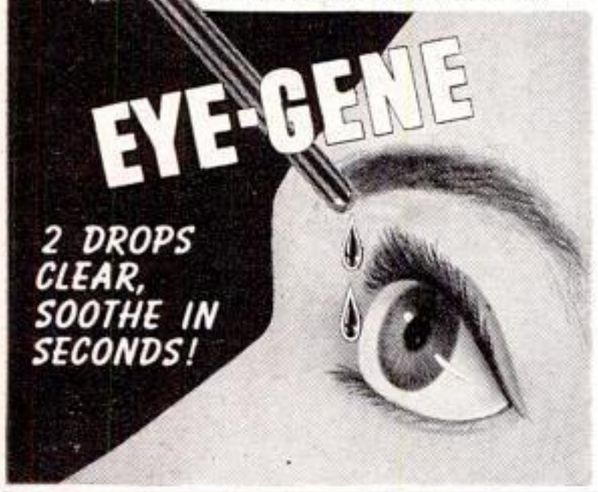
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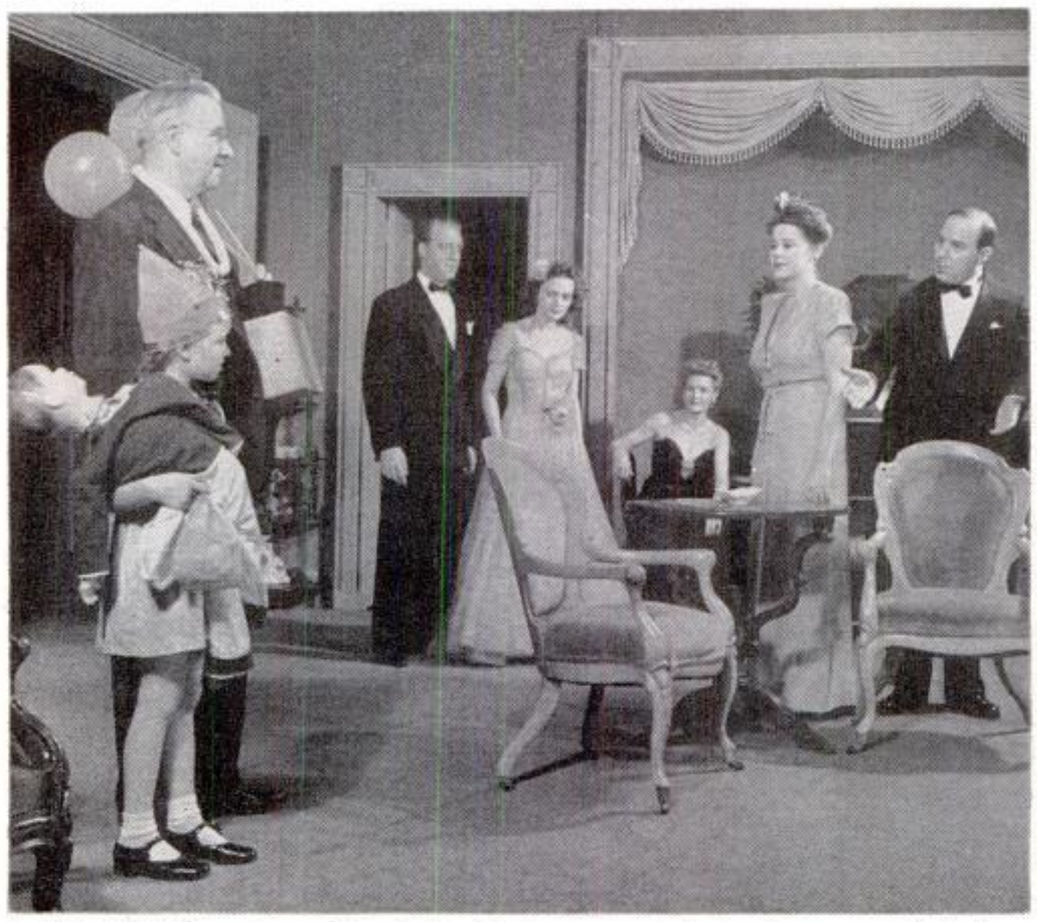
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Janie's kid sister, who got lost during big party, comes home from a carnival where she met a Washington big shot who promises to help Janie's father in his business.



Janie dances dreamily with Scooper who turns out to be her best beau after all. Once more in the good graces of her family, Janie becomes the heroine of her home town.

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Life Goes to Labor Day Weekend at Country Club

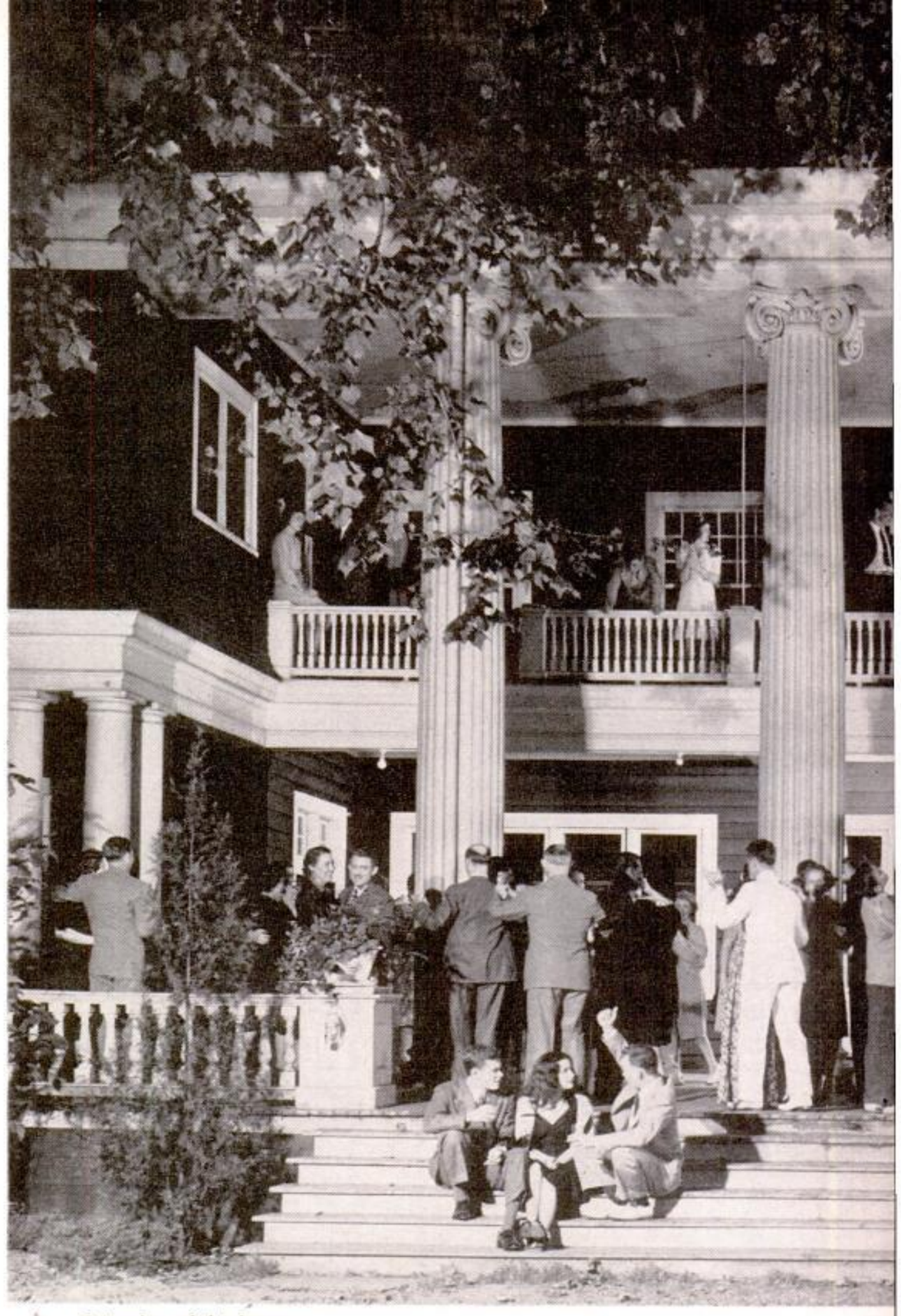
At Columbus, Ohio, members bid summer farewell

Labor Day weekend at the Columbus (Ohio) Country Club was the busiest of a busy summer. From Saturday afternoon until Monday at dinnertime more than a thousand socially substantial Columbus citizens and guests surged in and out of the hospitable white-pillared doorways (*right*) and onto the golf course and tennis courts. When they tired of the sun and exertion they sought the cool recesses of the tree-sheltered swimming pool (*below*), leaving only when thirst and hunger reminded them that the bar and dining room were but a few steps away.

This manifestation of gregariousness is a typically American phenomenon that occurs simultaneously in large towns and small cities all over the U. S. And although it is a familiar occurrence to the point of tradition, it is newsworthy because another Labor Day weekend may not see it repeated.

The loss of the country club as a war casualty will be hardest felt in the Midwest, where it compensates for the lack of easily accessible lakes and rivers and mountains, and provides a natural gathering point for family and friends bent on recreation and relaxation. Soon the Midwest will know the pinch of gas rationing, and when necessity takes away not only their gasoline but their tires and automobiles, the American people will be able to recapture only in memory the fun and easy habit of "running out to the club" for a game of golf after a hard day at the office, or the luncheon and bridge foursomes there during a dull city-bound summer.

Country clubs within easy reach of their members will survive, perhaps prosper, and become even greater escapes for the stay-at-home vacationers, increasingly important agencies in solidifying family and community life. But in an even larger number over the country, the gay lights that were switched off at the close of Labor Day weekend will be dark for a long time to come.



Saturday-night dance (*above*) was best-attended event of the weekend and sent an overflow crowd onto the broad piazza for more room and cooling breezes. The young people came early; their parents took in other parties first, made club their last stop.

Most popular place at the club was the swimming pool, and most popular place at the swimming pool was the lifeguard's tower. Jim Strong, bronzed and handsome in traditional lifeguard style, was on duty more to entertain and amuse club members' lovely daughters than to save their lives.







Family favorite (*below*) is the Sunday buffet supper, bounteous and a painless means of entertaining house guests. Of the twelve Columbus country clubs, C.C.C. is richest and most fashionable. Members move families out en masse on summer weekends.



Bored with dancing, the young set slipped away to children's playground (*above*). Jack Farar (*at left*) sent Franny Meek swinging high into the night with party skirts awhirl. Below: Lifeguard Strong and Dolly Pitner listened dreamily to faint music from the clubhouse after midnight swim.





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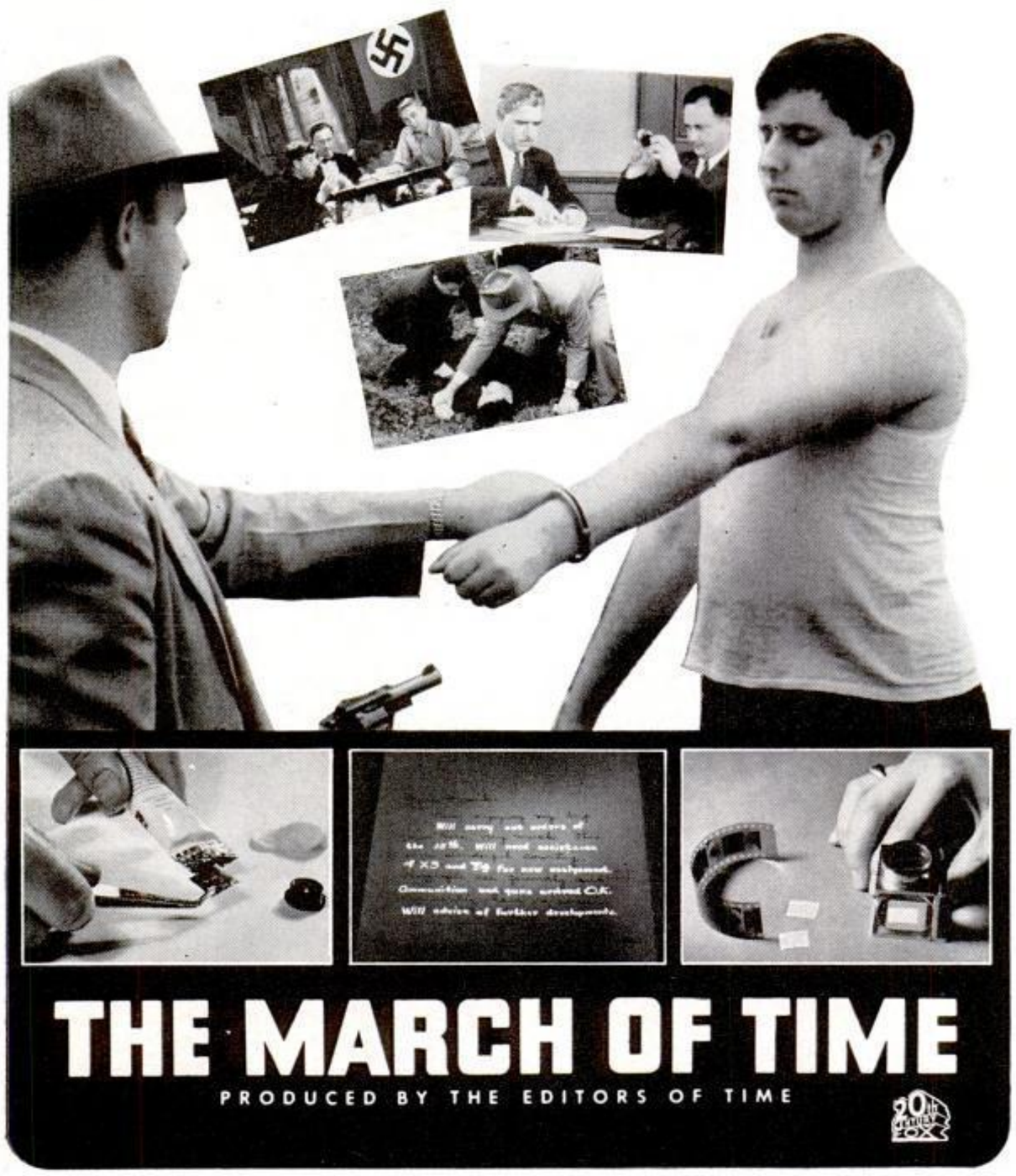
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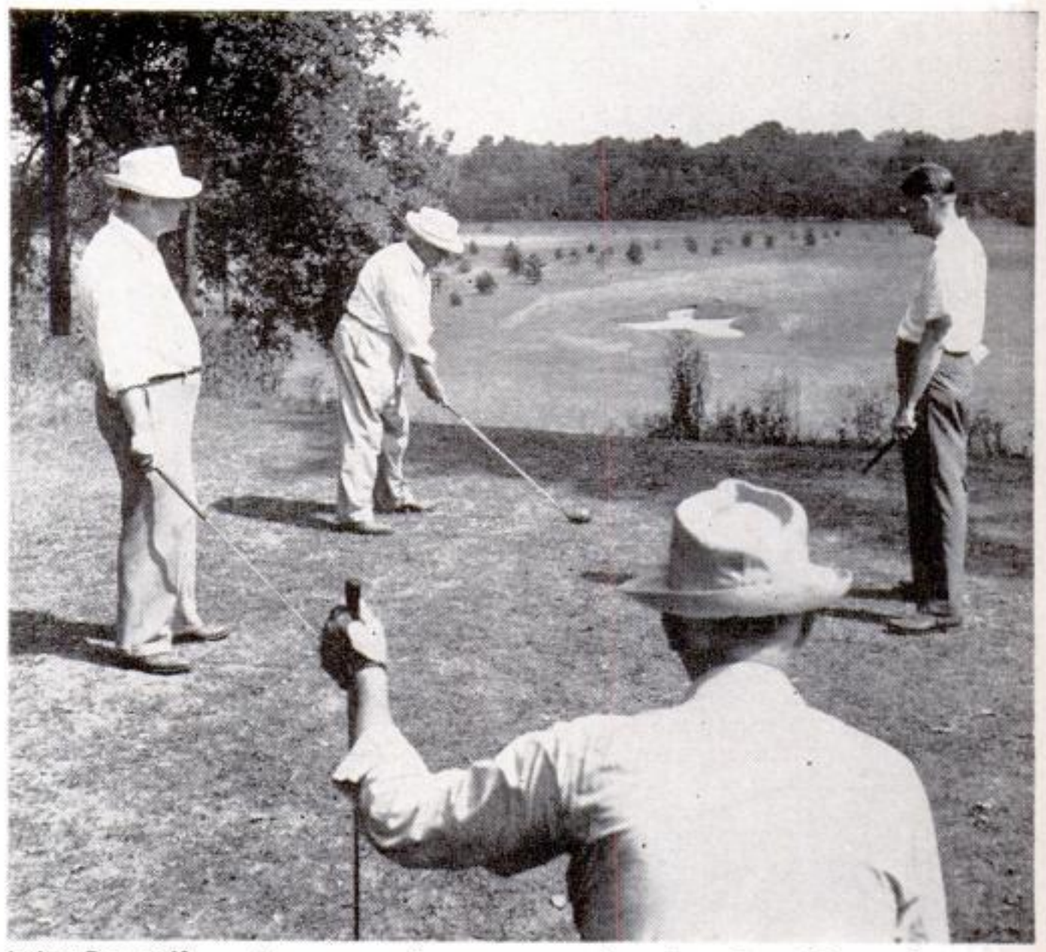


THE MARCH OF TIME

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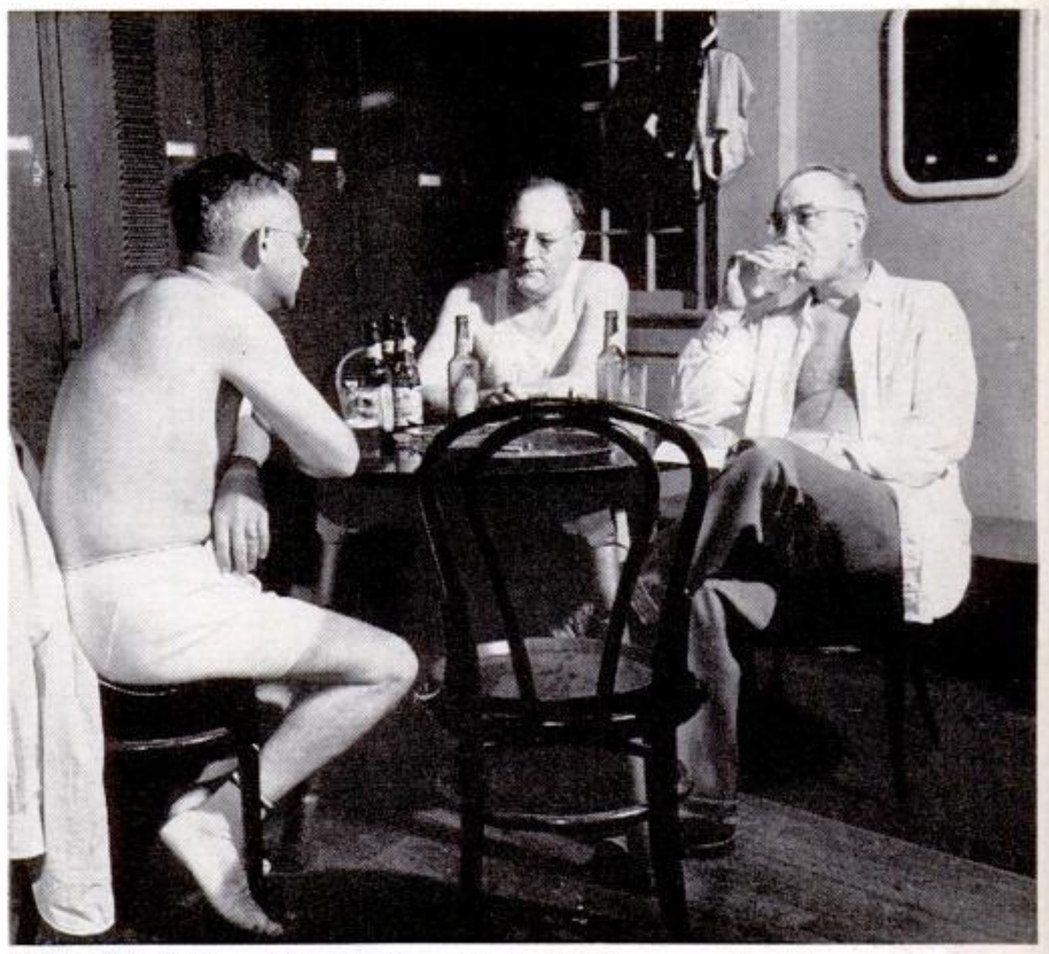
Life Visits Country Club (continued)



Labor Day golf match gave men time to recover from Saturday night revelry. Veteran golfers, paunchy but lively, arrived at 8:30, kept greenkeepers busy ahead of them.



Poker game continued after many guests had left and club attendants started cleaning up. Members were loath to face end of season and congenial social fraternizing.



Nineteenth hole, mythical but important, is locker room where beer and an atmosphere of physical comfort and relaxation produce lively stories and choice gossip.

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Tennis courts were busy until it grew too dark to see balls. They were populated by young people getting last licks at their game before leaving for school and college.



Shuffling cards and conversation broke the silence occasionally as ladies gave their attention to Monday afternoon bridge tournament. Hats were bow to local etiquet.



Confidences interchanged at the bridge table may be big news by nightfall, provide speculation for club members disbanding for the serious tasks of an uncertain winter.

GYM FOR HIS MUSCLES



—GYM FOR HIS TEETH!

GOSH, any fellow'd rather "skin the cat" on the old apple tree than do those old drills in school. *They're both "gym"*. . . but Junior never guesses.

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Note to Dentists: A more complete statement of the dental advantages of Fleers Dubble Bubble Gum for both adults and children appears in the September *Journal of the American Dental Association* and *Oral Hygiene*; also October *Dental Survey*.

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DUBBLE BUBBLE
CHEWING GUM

A Pledge: Especially desirable features of Fleers Dubble Bubble Gum are its bulk and "chewiness." Should wartime restrictions interfere, we pledge to suspend the manufacture of Fleers Dubble Bubble Gum rather than offer this product without its characteristic bulk, chewiness and quality. Frank H. Fleer Corp., 1000 Diamond St., Philadelphia, Pa.

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NO SHORTAGE OF MATERIALS FOR THESE HOME REPAIRS

"If you're worrying about how to get repairs made on your home this year," says Uncle Ned, "here's good news. Your local dealer can supply you with Rutland Repair Products . . . and they're so easy to use, you can apply them yourself."



UNCLE NED—The How-To-Fix-It Man

Leaky Roofs



You can make worn, leaky roofs tight as new with Rutland No-Tar-In Roof Coating . . . at a cost of only 1½¢ to 2¢ a sq. ft. Rutland Black No-Tar-In forms a heavy, tough film of asphalt and asbestos that doesn't crawl, crack or peel. Ideal for all roofs except shingles.



Broken Plaster



It's easy and costs only a few cents to repair holes in walls or ceilings with Rutland Patching Plaster. Just mix with water and apply with putty knife or small trowel. Makes a patch as smooth and lasting as the wall itself . . . because Rutland does not shrink or crack.



Grimy, Soiled Paint



Make painted walls and woodwork gleam like new with Rutland Paint Cleaner. Comes in powder form and dissolves in water. Economical—because a little makes a lot. Rutland Paint Cleaner contains no grit to scratch surfaces—leaves no suds. Amazingly quick, safe, easy to use.



Look for RUTLAND REPAIR PRODUCTS in the Checkerboard Package

Rutland dealers carry the products listed above; also Rutland Roof Cement, Spackling Compound, Furnace Cement, Concrete Patcher, Black Enamel, Asphalt Paint, Black and Red Roof Paint, Waste Pipe Cleaner and Dry Paste. Rutland Fire Clay Company, Rutland, Vermont.

PICTURES TO THE EDITORS

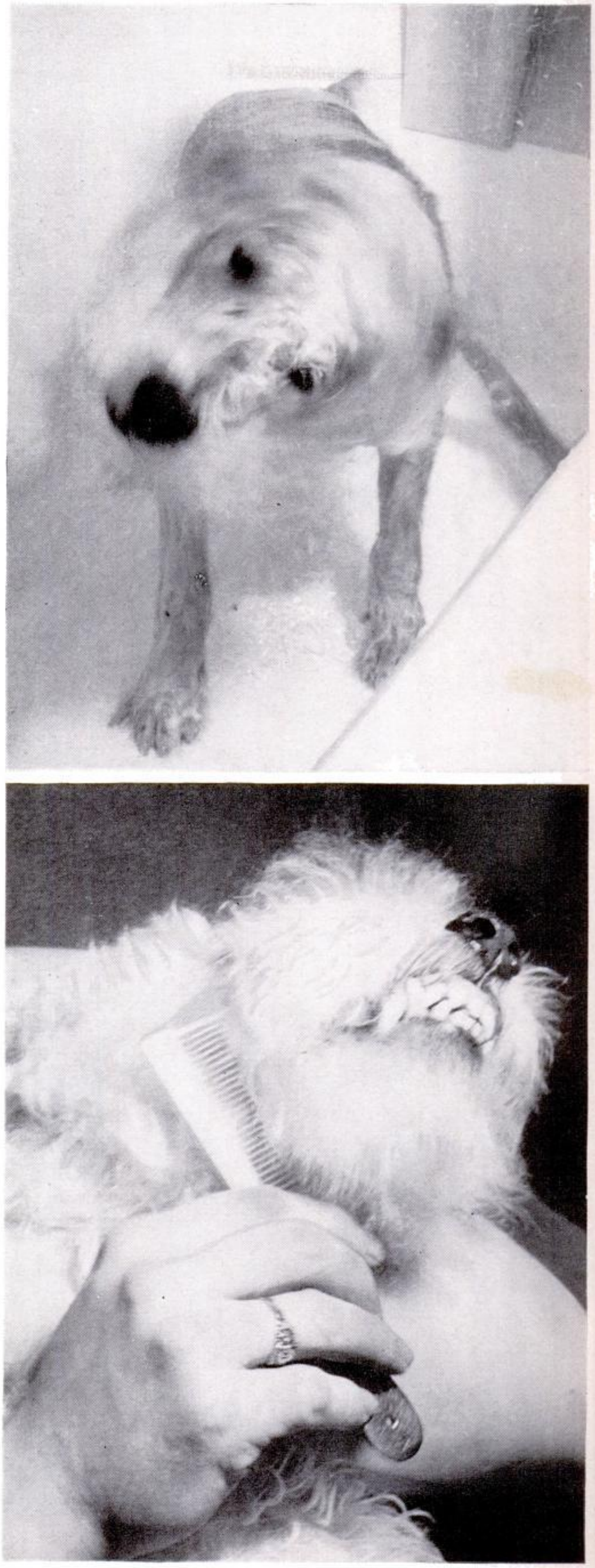
DOG BATH

Sirs:

The whirling dervish in the first picture (*below, top*) is really just my dog Peter, whooshing off the soap under a shower after his bath. He pretends to hate his weekly dunk, but does he strut afterward. The other picture shows him getting his famous wire-haired whiskers groomed. You might be interested in a couplet he wrote with my help:

"My teeth are sharp, my mind is keen,
So why, oh why must I be clean?"

ARTHUR J. O. ROMERO
Bronx, N. Y.



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I'm SUPPOSED to sell Sani-Flush...



• Don't get me wrong. There's nothing the matter with Sani-Flush as a toilet-bowl cleaner. But right now—there's a bigger and more important job to do. Your country needs your help. In order to make the war machines to win this war—you've got to round up every bit of junk metal you can find.



But THIS is more important!

• Don't wait for *others* to do the job that you must do yourself. Start now. Collect scrap metal for the local Salvage Committee, community scrap pile or the junk man. It's one way you can help shorten this war. The Hygienic Products Co., Canton, Ohio.



GET IN THE SCRAP!



DISTRESS OF COLDS
Get Salicon Tablets 25c
NO LAXATIVE ACTION
LAXATIVES SHOULD NOT BE TAKEN UNLESS NEEDED—ASK YOUR DOCTOR

PICTURES TO THE EDITORS
(continued)

MID-AIR MEAL

Sirs:

While vacationing recently in Michigan I happened to see a barn swallow feeding her fledgling. Seizing camera and stepladder I managed to catch this beak-to-beak transfer.

JOHN GRAGG BURKE
Chicago, Ill.

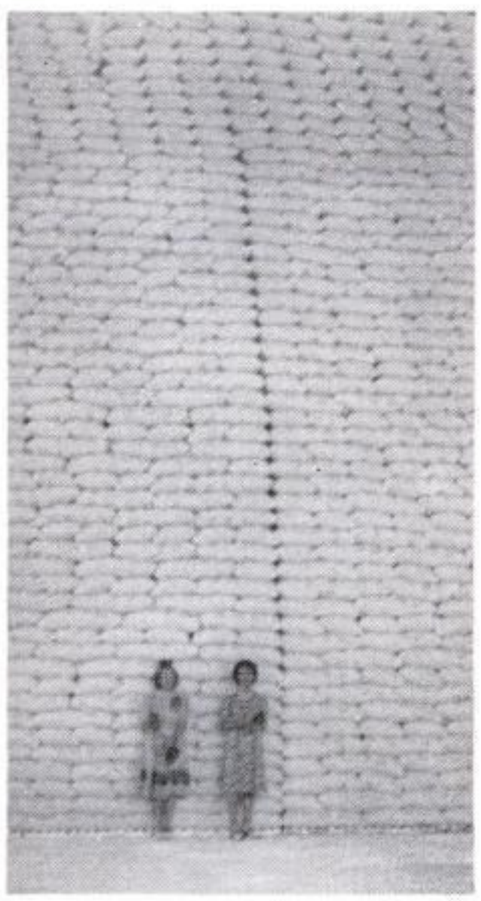


HIGH SUGAR

Sirs:

"Sugar, sugar everywhere and not a drop to eat." But here you see two American girls in Havana standing in front of a sugar pyramid, fifty 100-lb. bags high.

DAN WALLACK
Havana, Cuba



PATRIOTIC UNDERTAKER

Sirs:

This is the sign on the front of a colored funeral home here in town. Proprietor Allen Dailes says he has cancelled $325 of the $1,500 worth of bills owed to him.

CHARLES STOOKEY
St. Louis, Mo.



CONTINUED ON NEXT PAGE

PARK & TILFORD RESERVE

"The Blend of Experience"

FLAVOR-FULL

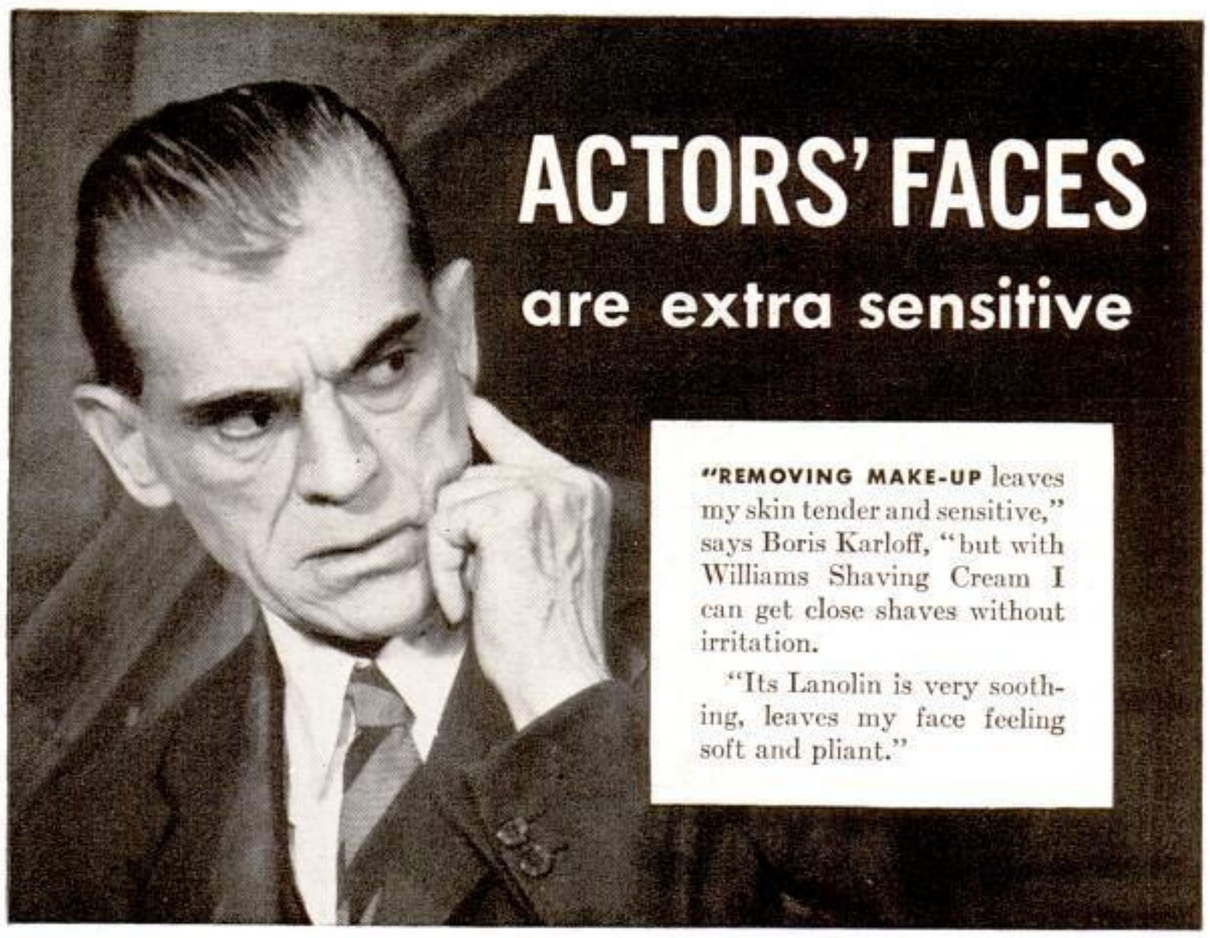
any way you serve it!



—because it is the finest-tasting Whiskey of its type in America!

PARK & TILFORD DISTILLERS, INC., NEW YORK, N.Y. • 70% GRAIN NEUTRAL SPIRITS • 86.8 PROOF

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ACTORS' FACES are extra sensitive

"REMOVING MAKE-UP leaves my skin tender and sensitive," says Boris Karloff, "but with Williams Shaving Cream I can get close shaves without irritation.

"Its Lanolin is very soothing, leaves my face feeling soft and pliant."

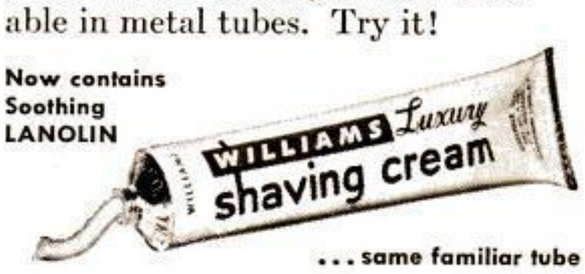
—that's why **BORIS KARLOFF** *shaves with Williams, made with soothing LANOLIN*

SOOTHING LANOLIN is now added to Williams Shaving Cream. Derived from soft fleece, *Lanolin is very similar to the natural oil of the human skin.* It has long been prescribed by doctors in treating dry or irritated skin.

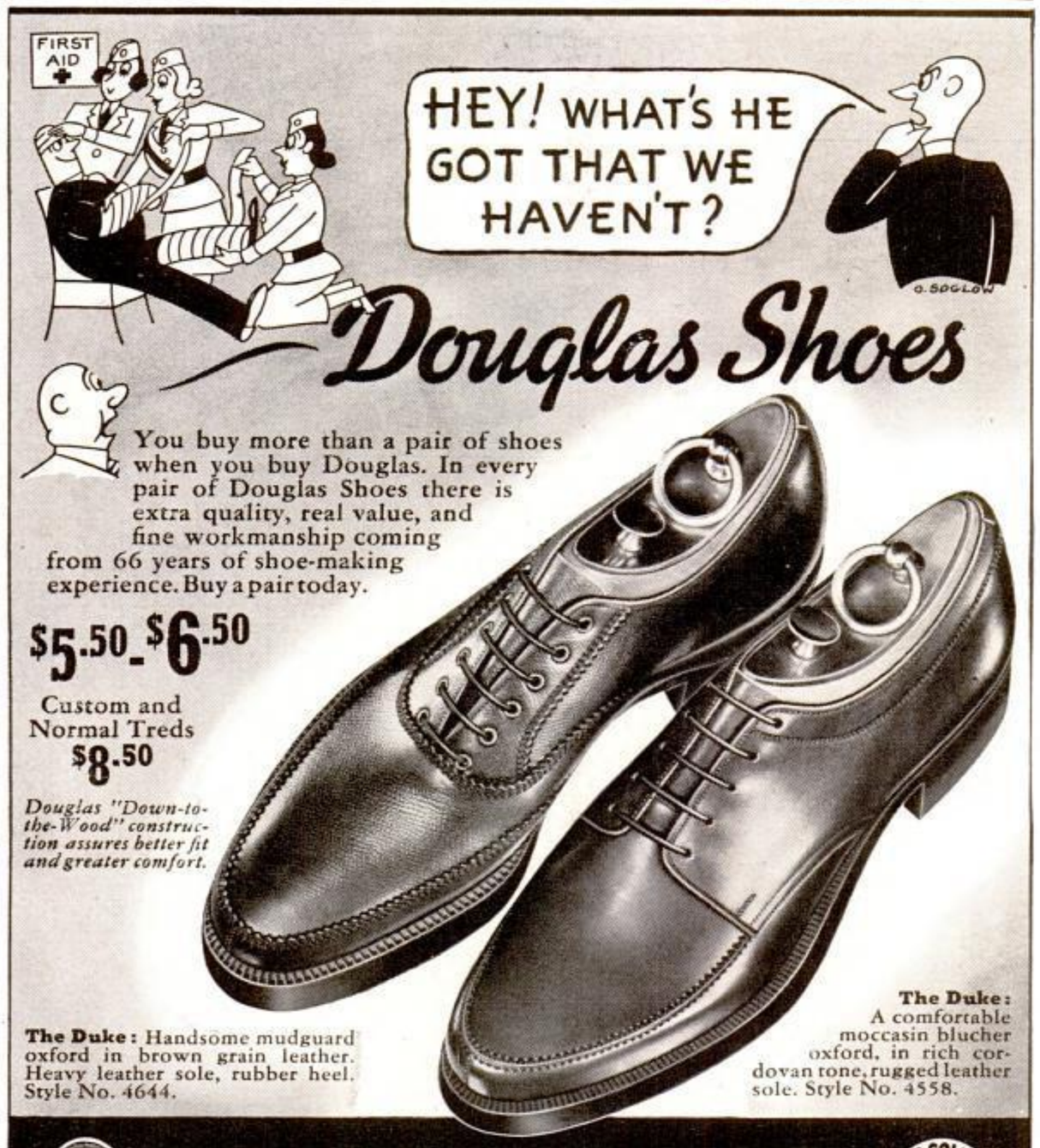
Shave as close as you like with this new Williams. The Lanolin will guard against a sore, tight sensation afterwards . . . will leave your skin feeling pliant and comfortable —softer, refreshed.

The new Williams Shaving Cream, made with Lanolin, is still available in metal tubes. Try it!

Now contains Soothing LANOLIN



. . . same familiar tube



Douglas Shoes

You buy more than a pair of shoes when you buy Douglas. In every pair of Douglas Shoes there is extra quality, real value, and fine workmanship coming from 66 years of shoe-making experience. Buy a pair today.

$5.50–$6.50

Custom and Normal Treds **$8.50**

Douglas "Down-to-the-Wood" construction assures better fit and greater comfort.

The Duke: Handsome mudguard oxford in brown grain leather. Heavy leather sole, rubber heel. Style No. 4644.

The Duke: A comfortable moccasin blucher oxford, in rich cordovan tone, rugged leather sole. Style No. 4558.

W. L. DOUGLAS SHOE CO.

Stores in Principal Cities–Good Dealers Everywhere

LET'S GO! U.S.A. KEEP 'EM FLYING!

SINCE 1876 — AMERICA'S BEST-KNOWN SHOES

PICTURES TO THE EDITORS

(continued)

SACKCLOTH AND ASHES

Sirs:

This set of pictures might be titled, "How to make yourself scarce in five easy lessons." I thought the people in America would like to see how the Home Guard somewhere in England learn to disguise themselves so that they can blend easily into the scenery whether in town or country.

A group of surrealist artist-officers made up these boys to show how rubbish can be used for disguise. They demonstrated how to style gunnysacks, old bedspreads, discarded fish nets or what-have-you for city or country camouflage wear.

Instructions in camouflage are something like this: "If caught suddenly in street fighting, daub face with black grease as you make for the nearest rubbish can. Cover your torso with sackcloth and even ashes, fall into a pile of debris or blend into the street shadows. If caught in country fighting, daub your face, throw mud on your bosom, put a sack or fish net over you and become a bush."

JACK LEWIS

London, England



SACKCLOTH BLENDS INTO SHADOWS



FISH-NET DRAPE HIDES WHITE FACE



BLACK MUD MAKES MINSTREL MASK



NET STRIPS SIMULATE UNDERBRUSH



MAN-OF-MARS MASK IS LIKE LEAVES

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What *Every Woman* wants to know about a Man



. . . *that he's behind the man who's at the front!* That even if he can't wear a uniform himself . . . he makes sure his house wears the symbol that says, "I buy United States War Bonds . . . *the strongest of all bonds.*"



. . . *that he is thoughtful of others* . . . when he entertains, he entertains well! That while he saves so that his money may serve, he realizes that he saves best by serving Old Schenley . . . *the mildest of all bonds!*

First in Quality

OLD SCHENLEY

America's Mildest

BOTTLED IN BOND



AMERICA'S MILDEST BOTTLED IN BOND

Set of six, full-color flower reprints, suitable for framing, without advertising, sent upon receipt of 25¢ . . . Copyright, 1942, Schenley Distillers Corporation, New York City, Department L

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LUCKY STRIKE MEANS FINE TOBACCO!

One of a series of paintings of the tobacco country by America's foremost artists



"Boy, That's Tobacco!" Painted from life in the tobacco country by James Chapin.

IN A CIGARETTE, IT'S THE TOBACCO THAT COUNTS

...and Lucky Strike means fine tobacco! Independent tobacco experts—buyers, auctioneers, warehousemen—see us consistently pay the price to get the finer, the milder leaf...These men make Lucky Strike their own choice by more than 2 to 1.

Isn't that worth remembering...worth acting on...next time you buy cigarettes?

With men who know tobacco best—it's Luckies 2 to 1

LUCKY STRIKE
"IT'S TOASTED"

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